

Divisions affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

OXFORD: A420 BOTLEY ROAD (RAIL STATION AREA) – PROPOSED HIGHWAY IMPROVEMENTS/CYCLING AND PEDESTRIAN INFRASTRUCTURE

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following elements of the scheme design for pedestrian and cycle infrastructure improvements on the Botley Road between Abbey Road and Becket Street (the rail station junction) as advertised:

- a) **Humped Toucan Crossing (a raised signalled crossing for use by pedestrians & pedal cyclists), approximately 10 metres west of the junction with Mill Street (speed table extends 25m east of Mill Street),**
- b) **Raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the A420 Botley Road,**
- c) **Conversion of the existing footways on both sides of the A420 Botley Road to shared use footway cycle-track between the junctions of Abbey Road & Frideswide Square,**
- d) **Raised uncontrolled pedestrian crossing points at the following locations:**
 - i. **minor relocation of the existing crossing point on Botley Road, immediately west of its junction with the rail station access,**
 - ii. **provision of a new raised crossing point of the rail station access at its junction with Frideswide Square,**
 - iii. **widening of the existing raised crossing point on Becket Street at its junction with Frideswide Square.**
- e) **Delegate officers to continue working with Network Rail to finalise the detailed design of the improvements to be submitted to the county council as part of the Section 278 highways approval process.**

Executive Summary

1. This report presents responses (as shown in **Annex 2**) to a statutory consultation on key elements of design proposals for improved infrastructure for pedestrians and cyclists on the Botley Road between Abbey Road and Becket Street (including the rail station junction) – as part of the Network Rail Phase 2c project to enhance the rail station with a new railway track, platform and station entrance on the western side of the existing tracks and an accompanying new bridge carrying the new and existing tracks across the road.
2. Officers recommend that the key elements of the highway proposals are approved and will continue to work with Network Rail to ensure that wherever possible, feedback received during the consultation is taken into account in finalising the detailed design ahead of its submission to the county council for approval as part of the Section 278 process.

Introduction

3. The key elements of the proposed improvements to cycling and walking infrastructure on Botley Road between Abbey Road and the rail station junction (Becket Street) that were the subject of statutory consultation in March and April this year have been designed by Network Rail in consultation with Oxfordshire County Council officers. At the time of the consultation, the full design of the proposed improvements was not finalised but was sufficiently developed to allow the necessary consultation on the key elements to take place.
4. Improvements to cycling and walking infrastructure in the vicinity of the rail station are very welcome - for too long, the infrastructure on this section of Botley Road has been of very poor standard which discourages people from walking or cycling.

Development of the proposals

5. The replacement of the existing rail bridge in the summer of this year with a new one to accommodate the new track to the west of the existing station has provided an opportunity to provide 4m wide tunnels (internal dimension – vertical face to vertical face) on both sides of Botley Road. These tunnels act as supports for the new rail bridge structure and will accommodate pedestrians and cyclists. It is intended that cyclists travelling east will use the northern tunnel and those travelling west, the southern tunnel. Signage and markings will strongly encourage this even if it is not possible to legally enforce. The new Toucan crossing (see below) will help discourage westbound cyclists from using the northern tunnel the ‘wrong’ way.
6. The new wider rail bridge (west to east) means that the carriageway needs to be lowered for longer so that sufficient headroom for double decker buses and other large vehicles can be provided. The gradients of the slope down and up

again will therefore be steeper than at present to tie in with existing road levels at Becket Street and Mill Street/Cripley Road.

7. Cyclists will continue to be able to use the carriageway (7.3m wide with 0.6m wide hard 'verges') under the rail bridge. However, the tunnels described above not only allow cyclists to travel along Botley Road completely segregated from traffic but also without needing to cycle down a hill and back up again. The tunnels are a major improvement compared to the present situation where the one footway under the bridge is very narrow and follows the road level down and up again and the tunnel on the south side is narrow and provides a far from pleasant walking environment.
8. The existing Pelican crossing to the west of Mill Street will be replaced by a Toucan crossing to make access to and from the new western station entrance more attractive for cyclists in addition to pedestrians. It is proposed that this crossing will be positioned on a raised table extending from east of Abbey Road to approximately 25m east of Mill Street – the gradients of the table ramps will be no steeper than one in 20 but will help moderate the speeds of vehicles, supporting the improved conditions for the expected increase in pedestrians and cyclists in the area.
9. Raised side road entry treatments across Abbey Road, Cripley Road and Mill Street will ensure comfortable continuous provision for cyclists and pedestrians and reinforce the priority they should have over vehicles at these junctions with Botley Road.
10. Cyclists can remain on the carriageway between Abbey Road and Becket Street, but it is also proposed that the new shared footway/cycleway tunnels under the rail bridge are complemented by connecting sections of shared use footway on both sides of the road from either end of the tunnels to Abbey Road in the west and Becket Street in the east.
11. Adjustments are proposed to the existing raised uncontrolled crossings across the north, west and south arms of the rail station junction roundabout to better provide for pedestrians as part of the infrastructure improvements.

Financial Implications

12. Funding for consultation on the proposals (and implementation if approved) is being provided by Network Rail as part of the Phase 2c Oxford station improvement work.

Legal Implications

13. Once the scheme design is sufficiently developed having taken into account feedback received during the consultation, it will be submitted to the county council for approval via the Section 278 process, which allows a third party to carry out works to the highway. These works are currently scheduled to take

place later this calendar year, after the new rail bridge is installed during the planned closure of the railway in the summer.

Equality and Inclusion Implications

14. An Equalities Impact Assessment is at **Annex 4**. The proposals are not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.
15. The Equalities Impact Assessment will be reviewed as the detailed design is finalised and will be reviewed again after the infrastructure is improved and it has been used for a sufficient period of time. One possible course of action is to invite representatives of the city council's Inclusive Transport & Movement Focus Group to a site visit soon after opening and again a few weeks or months later in order to give feedback on the success or otherwise of the design.

Sustainability Implications

16. The proposals would help facilitate the safe and convenient movement of pedestrians and cyclists and help encourage the use of sustainable transport modes.

Formal Consultation

17. A formal consultation was carried out between 28 March and 26 April 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, local county and city councillors, countywide transport/access & disabled peoples user groups and Oxford City Council.
18. Street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
19. The consultation was hosted on the Let's Talk Oxfordshire (LTO) portal and included a plan and an explanation of the proposals and a questionnaire to allow feedback to be submitted. The plan and the content of the LTO page is in **Annex 1**.
20. 189 responses were received via the online consultation survey during the formal consultation, with 59 supporting the proposals in general (31%), 78 partially supporting (41%), 44 objecting (23%), and 8 indicating no objection (4%).
21. The responses to the specific measures being proposed are summarised in the tables below:

Table 1. Botley Road highway improvements.

Proposal	Support	Partially support	Object	No objection	Total
Humped toucan crossing	82	37	26	44	189
Raised side road entry treatments	66	30	33	60	189
shared use footway and cycletrack	50	44	92	3	189

Table 2. raised uncontrolled crossing points at the rail station junction.

Proposal	Support	Partially support	Object	No objection	Total
Relocation of existing (Botley Rd)	57	39	36	57	189
Introduction of new (rail station arm)	63	43	37	46	189
Widening of existing (Becket Street)	70	37	31	51	189

22. Additionally, a further nine emails were received – one of these raised an objection to the proposals and five raised some concerns.
23. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections & Concerns

Shared use footway/cycleway:

24. Whilst there was plenty of support for the proposed shared use footway/cycleway mainly on the grounds of giving a safer and more comfortable experience for people wanting to avoid sharing the road with traffic, others objected or expressed concern on the grounds that cyclists should be physically separated from pedestrians, particularly because the area will be so busy in the future and cyclists typically travel at a much higher speed than pedestrians. People felt that the shared use sections would be uncomfortable and unsafe for more vulnerable pedestrians (older, younger, disabled) in particular.

25. The 4m wide tunnels represent a huge improvement compared to existing infrastructure and Network Rail has clearly set out to officers the significant constraints presented by the site that mean tunnels wider than 4m are not possible. Officers believe that 4m (effective width is 3.5m given the vertical face of the tunnel on the cycle side) is sufficient for safe and comfortable sharing of the space although as the design is completed, officers will require Network Rail to pay careful consideration to how the space in the tunnels is shared between pedestrians and cyclists. Full, hard segregation will not be possible due to the limited space available, but other options will be considered including different surface materials, markings and signage.
26. Active Travel England (ATE) and the county council's Vision Zero cycle safety group (VZCSG) were consulted ahead of the statutory consultation. Both were of the opinion that providing for cyclists off the carriageway should be a priority for the design because of the high volumes of traffic on the Botley Road.
27. There was some concern about the amount of shared use footway where there is no segregation of the off-carriageway space. Some of this shared use is necessary either side of the crossing points because otherwise, cyclists would be directed straight through the areas where pedestrians need to wait to cross (or 'land', having crossed). However, it should be possible to make these sections shorter (particularly on both sides of the road to the west of the rail bridge) and so provide greater comfort and clarity for pedestrians and cyclists.
28. Personal security concerns in the tunnels will be addressed by ensuring lighting is bright and continuous throughout. In any case, for a very significant proportion of every 24-hour period, there will be a regular flow of pedestrians and cyclists giving natural surveillance.
29. It was suggested by some respondents that one tunnel be used only by pedestrians and the other by cyclists to remove physical conflict. This would be virtually impossible to enforce as well as requiring cyclists and pedestrians to make unnecessary additional crossings of Botley Road.

Toucan crossing and speed-table:

30. The main concern about the proposed Toucan crossing is that it is not in the best location – it would be more attractive to users if it was to the east of Mill Street. However, the road has to start descending sooner on the west side of the rail bridge in order to achieve the necessary headroom for double decker buses to get underneath it which means that there is a level difference between the footway and the carriageway east of Cripsey Road/Mill Street. This level difference stops the crossing from being located there. Officers are still confident that the Toucan crossing will be sufficiently attractive to people wanting to get to and from the new western station entrance and Cripsey Road/Roger Dudman Way.
31. There was some objection to the location of the Toucan crossing on a speed table. This seemed to be mainly from people who thought that this would

damage vehicles and/or that it wouldn't be appropriate or necessary to slow vehicles down. In line with the vision and objectives of the council's Local Transport and Connectivity Plan, officers believe that the use of a level difference on the road will help to reduce the speed and positively moderate the behaviour of vehicles in order to make walking and cycling safer and more attractive. The ramps of the speed table will be no steeper than one in twenty which has been used successfully elsewhere on busy bus routes where there is also a need to ensure a comfortable/safe experience of passengers, especially those standing on the bus.

Raised side road entry treatments (Abbey Road, Cripsey Road, Mill Street):

32. The main concerns about the raised side road entry treatments were the possibility they could create congestion on the Botley Road as vehicles slowed down to turn across them and also that pedestrians using them might not take due care and attention. Similar features have been used successfully in many other locations in Oxford where side streets meet main roads. The Highway Code is clear that pedestrians and cyclists using footways and/or shared use facilities adjacent to roads have priority over vehicles turning across them, and the raised side road entry treatment helps supports this. There are low volumes of traffic turning into these side roads from Botley Road and so the impact on congestion will be negligible.
33. Officers will work with Network Rail to ensure that the design of these features makes them as continuous as possible across the side roads and as effective as possible in ensuring vehicles give way to pedestrians and cyclists using them.

Changes to uncontrolled raised crossings at the rail station junction:

34. There were some concerns about the lack of priority that these crossings would give to pedestrians. It was suggested that a zebra crossing would be better on Botley Road. However, the volume of traffic and number of pedestrians wanting to cross there will be such that this would not be advisable – the crossing could create congestion which would adversely affect the reliability of bus services.
35. Otherwise, the crossings consulted on are very similar to those that exist already i.e. with dropped kerbs and tactiles, a contrasting road surface colour and a maximum change in carriageway level of 50mm, with changes being made only to their location to make them more convenient for pedestrians (most notably the new crossing on the rail station arm of the junction which will supplement the existing one).

Cyclists leaving and rejoining the carriageway:

36. Some people said they were concerned that the proposals would not allow cyclists on the road to comfortably join the proposed off carriageway facilities and then subsequently to rejoin the carriageway. This could mean cyclists are more likely to stay on the carriageway and need to share space with large volumes of traffic.

37. Oxford Bus Company in particular was concerned that cyclists using the tunnel on the north side of the road travelling eastbound would rejoin the carriageway at the station junction in a dangerous fashion because they would be doing so in places that drivers would not be expecting.
38. The final design that will consider the detail of transitions from on to off and back to on road again will be completed after this Cabinet Member meeting and take into account these comments. Careful design of the exact location and nature of dropped kerbs for cyclists leaving and rejoining the carriageway will seek to address the concerns.

Lack of cycle lanes on the Botley Road carriageway:

39. Cyclox was concerned about the fact that cycle lanes on the carriageway were missing from the consultation plan. It would have preferred to see wide advisory cycle lanes without a centre line; a similar approach to the Quickways introduced on a number of other main road carriageways elsewhere in the city.
40. For the time being, officers' view is that on balance it is better to build the proposals without cycle lanes on the carriageway, given the high volumes of vehicular traffic and the constrained width. Cycle lanes could be added later if monitoring together with feedback from users suggests this is needed.

Insufficient detail on the plan:

41. A number of respondents didn't think the plan was clear enough or contained enough detail to allow a proper understanding of what was being proposed. The aim of the plan (in Annex 1) was to show the location and extent of the key elements of the proposed Network Rail design that were the subject of this statutory consultation; not the full detail of the proposals. This will be completed following this Cabinet Member Decision meeting taking into account the feedback submitted. Officers believe that the description of the proposals on the Let's Talk Oxfordshire consultation page and the press notice were more than adequate to allow proper consultation on the key features.

Miscellaneous comments or concerns about the design:

42. Various other comments were made about such things as impact of the new design features on drainage and the overall appearance of the built environment. As far as possible and is necessary these comments will be taken into account in the final stages of the design process.

Next steps

43. Feedback from this consultation will be used by Network Rail to complete the detailed design which will then be submitted to the county council for approval via the Section 278 process. As part of the design process, an independent road safety audit will be carried out with the county council's Highways

Agreements Team ensuring that the audit recommendations are incorporated into the design as appropriate; further mandatory road safety audit stages include detailed checks at the time of the opening of the scheme and also a review of its operation at one year and three years after completion.

44. Assuming the Section 278 submission is approved, Network Rail intend to construct the improvements alongside Botley Road to coordinate with the installation of the new rail bridge with the reopening of the highway to cyclists, pedestrians and vehicular traffic currently expected at the end of October – exact date to be advised in due course.

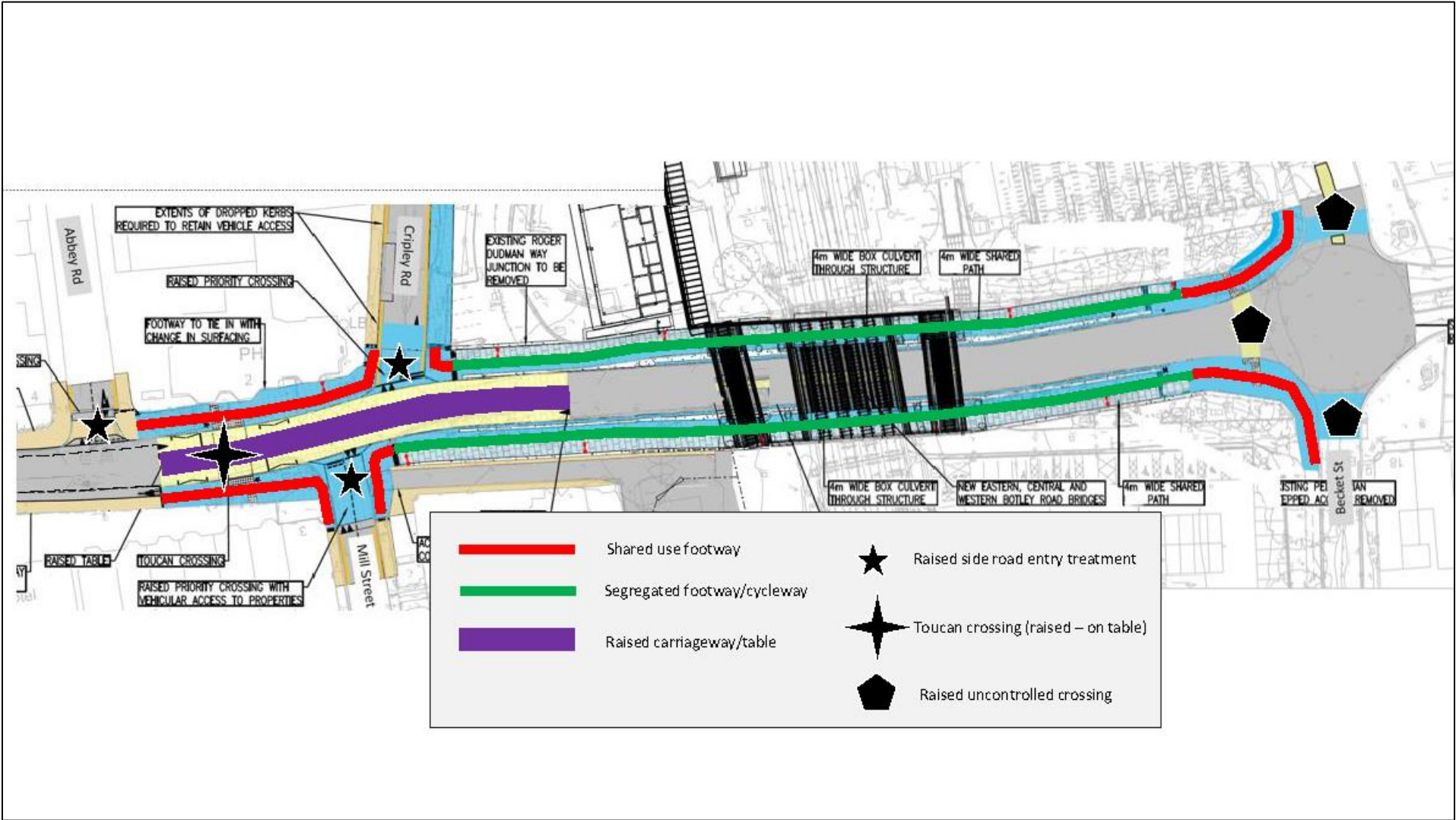
45. When the road reopens, the operation of the new infrastructure will be carefully monitored, and alterations/improvements can be made if considered necessary – also in the light of user feedback.

Bill Cotton
Corporate Director for Environment and Place

Annexes: Annex 1: Consultation plan & Let's Talk Oxfordshire page
Annex 2: Consultation responses
Annex 3: Oxford Bus Company response
Annex 4: Equalities Impact Assessment

Contact Officer: Craig Rossington (Technical Lead – Transport Planning)
Craig.Rossington@oxfordshire.gov.uk

May 2024



Oxford: A420 Botley Road (Rail Station Area) - proposed highway improvement measures

We're asking for your views on the proposal to improve conditions for cyclists and pedestrians using Botley Road between Abbey Road and Frideswide Square. The proposals are part of the ongoing work by Network Rail to provide a new western entrance to the station for passengers and to replace the existing rail bridge across Botley Road. The improvements are being designed by Network Rail in consultation with the county council. The detailed design is in the process of being finalised although the key features are agreed and the subject of this consultation. The consultation needs to take place now so the design can be finalised in time for construction to start after the new rail bridge is installed in July. The plan accompanying this consultation highlights the key features which require consultation.

- New pedestrian and cycling tunnels – segregated footway/cycleway

As part of the new bridge, two, 4m wide tunnels under the rail tracks will be provided, one on each side of Botley Road. It is proposed that the space will be shared equally (2m each side) between cyclists and pedestrians with space for each user group demarcated through the use of surfacing materials, markings and signage. This segregated shared use will extend from approximately 15m west of Becket Street/Station entrance as far as just east of the Mill Street junction and just east of the Cripsey Road junction on the south and north sides of the Botley Road respectively.

- New shared use footway/cycleway

On the north side of the Botley Road, from Cripsey Road as far as Abbey Road, the existing footway would be converted to shared use footway/cycle way. On the south side, from Mill Street to a point just opposite the eastern kerb line of Abbey Road, the existing footway would be converted to shared use footway/cycle way.

- Raised Toucan crossing and speed table

A raised Toucan crossing of Botley Road would be provided for pedestrians and cyclists between Cripsey Road and Abbey Road, a short distance to the east of the existing Pelican crossing. This crossing would be provided on a speed table which would extend from the crossing as far east as approximately 25m east of the junction of Botley Road with Mill Street. This speed table would be raised by approximately 75mm with the gradients of the ramps at either end no steeper than 1 in 20.

The raised Toucan crossing is proposed to help make access to and from the new improved western station entrance (where there will also be new, additional secure cycle parking) safer and more attractive for cyclists as well as pedestrians.

- Raised side road entry treatments

Raised side road entry treatments will be provided at the junctions of Botley Road with Abbey Road, Cripsey Road and Mill Street. These would be raised by approximately 75mm and have ramps no steeper than 1 in 15.

- Informal uncontrolled crossings

At the Frideswide Square station junction with Botley Road, the existing raised informal crossing of Botley Road would be provided slightly closer to the junction, a new crossing of the station arm would be provided much closer to the Botley Road than the existing one, and the crossing of Becket Street would be widened towards Botley Road. These changes are to ensure that the improvements connect well with existing cycling and walking infrastructure in Frideswide Square.

- Expected outcomes

The overall outcome of the changes to infrastructure as described here is expected to make walking and cycling along Botley Road to and from the city centre and the rail station (including the new western entrance) safer and more attractive. Off carriageway facilities for cyclists shared with pedestrians are proposed because of the high volumes of traffic on the Botley Road although cyclists will be able to continue to use the carriageway along this stretch of Botley Road. No cycle lane markings are currently proposed from Abbey Road to Becket Street although they could be added following the implementation of the improvements, if monitoring and feedback shows this to be needed.

Have your say.

Please read the detailed information provided on this consultation and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by **5pm on Friday 26 April 2024**.

Whilst we will endeavor to answer simple queries during the course of the consultation, any more complex questions/issues will be appraised and dealt with as part of consultation process.

What happens next?

The County Council will review the responses and if necessary (i.e. if objections are received) prepare a report to be presented to the Cabinet Member for Highway Management at a meeting scheduled for 23rd May 2024. This will be public meeting

at which members of the public may apply to speak. The agenda and reports for meetings will be made available on the Oxfordshire County Council web site about a week before the meeting (please note that occasionally it is necessary to defer reports to a later meeting, and it is therefore advisable to check the agenda ahead of attending a meeting). The Forward Plan of decisions meetings can be viewed [here](#).

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	No objection/concerns – see Annex 3 for full response.
(e3) Oxford Pedestrians Association	<p>Concerns – Oxford Pedestrians Association (OxPA) supports the reopening of pavements on both sides of Botley Road Rails Station area bridge, as the current tunnel has been narrow and overcrowded at all times of the day, and represents a hindrance and deterrence to people on foot and in wheelchairs</p> <p>However we are sorry to see that both sides are planned as shared-use with cyclists without the stated requisite width (minimum 4m, ideally 6m) for this very busy route. We believe that if shared use the routes need to be wider than may be currently envisaged.</p> <p>OxPA supports the installation of continuous footways across Mill St, Cripsey Road and Abbey Road. These should be truly continuous, giving visual and physical priority to pedestrians and wheelchair users (and cyclists where paths are shared). This means they should have continuous paving, raised to the height of the footway on either side so that they are level, and making clear to drivers entering the side streets that they must give way, in line with the Highway Code.</p> <p>OxPA supports the moving of the crossings cited to their new locations and raised to enable continuous movement. However we do not believe all cyclists will be willing or able to interrupt their journeys by making this detour.</p> <p>OxPA also flags up that if cycle lanes are not provided under the bridge on the road, there are more likely to be cycle casualties on this narrow and steep stretch of road. Monitoring will not heal injuries or save lives lost here. Many cyclists will not want to detour or slow down as this is a key east west cycle corridor.</p>

(e4) Cyclox	<p>Concerns – Cyclox is pleased to comment on the design proposals.</p> <p>Cyclox welcomes a number of improvements: -</p> <ul style="list-style-type: none"> o Alternatives to on-road cycling provided by the raised paths. o New tunnel on north. o Widened tunnel on south o Improved Side Road Entry Treatments: we would expect these to be in conformance with LTN1/20 and revised Highway Code priorities. This means being visibly straight-on, level and with a continuous, consistent surface. <p>However: there are many unresolved issues:</p> <ul style="list-style-type: none"> o Every transition from on-road provision to off-road <p>o Routes are confusing. To the east, crossing Frideswides Sq/Park End St, both on or off road. Trajectories that are visibly defined would benefit all users, as the ‘not-quite shared-space’ design seems to deliver the worst of worlds. (The scheme’s red-line may preclude addressing the issue but users will be choosing trajectories that impact on the Square, the Highway Authority needs to be prepared.)</p> <ul style="list-style-type: none"> • When the Frideswides Square project was being consulted on, Cyclox raised the issue of shared-use transitions, from shared-use to road, being in a very confined space (with narrow footway). We were told that such details would have to await the bridge project details. With this bridge design, the transition/narrow footway issue remains un-addressed. <p>o To create more space for shared use at this busy junction, the retaining walls at the back of the footway, on each side of the road, need to splay outwards (away from the road) to create extra usable footway width. Without this, the potential for pedestrian/cycle conflict will be considerable. (Indeed, the Oxford Bus company letter clearly states this too).</p> <p>o Informal Controlled Crossing: The proposed new location of the crossing into the Station square (marked as Loverose Way in Google) may be beneficial for users but (depending on the extent to which travellers will arrive at the current front station entrance) the existing raised crossing needs to be extended north to align with movements from Frideswides beside the Saïd School to the current southern ramp to the station entrance.</p> <ul style="list-style-type: none"> o SRETs, Cyclox does not accept maximum height of 75mm when the legislation is 100mm.
-------------	--

	<p>The standard SRET should have a completely flat pavement of undifferentiated texture from non-SRET pavement and with Dutch Entrance Kerbs: https://therantyhighwayman.blogspot.com/2019/12/the-british-entrance-kerb-exclusive.html; Charcon produce these in UK: https://online.flippingbook.com/view/416034782/84/.</p> <p>o Cyclox objects to the statement that “No cycle lane markings are currently proposed from Abbey Road to Becket Street although they could be added following the implementation of the improvements, if monitoring and feedback shows this to be needed”. We wish for the Quickways treatment to be applied here, with wide side cycle provision and no centreline.</p> <p>Cyclox notes that:</p> <ul style="list-style-type: none"> • The plan is at a poor resolution and is confusing. • There are no sections to aid comprehension • Many details are illegible.
(e5) Email response	<p>Concerns – I consider the proposed road and shared pavement layout as a ‘bare minimum’ scheme to meet the needs of pedestrians and cyclists. While the wider shared tunnels improve the previous road layout, they certainly do not meet or exceed statutory guidance and are not fit for Oxford as a cycling city.</p> <ul style="list-style-type: none"> • The concept of shared lanes creates conflict between cyclists and pedestrians. • There is no provision for the safe re-integration of cycle traffic onto the road on either end. This is also true at either end of Frideswide Square where the shared cycle/pedestrians areas have no clear instructions to cyclists to join the highway/roundabouts. <p>Compared to the increasingly segregated two-way cycle lanes installed in London, much more could be done here and across Oxford. I believe an integrated plan for a segregated, two-way, continuous cycle lane between the rail station and Iffley Road is needed:</p> <ul style="list-style-type: none"> • A continuous, two-way cycle lane on one side of the highway with pedestrians using the other tunnel. • Cycle lanes continue through Frideswide Square, and straight up Hythe Bridge St, George St and down High St. • Two-lane traffic diverted from Worcester St. To Frideswide Square via Park End St. Hythe Bridge St becomes one-way with much wider pavements. • One-way bus working around George St, Queens St, Cornmarket. The system becomes a gyratory. • Crossings for cyclists are signalised at key points rather than ‘courtesy’

<p>(e6) Visiting Research Associate, (Transport Studies Unit, Oxford University)</p>	<p>No objection – I looked at the plans for the station area footways, cycle routes and road routes, but feel I need to know what questions will be asked when filling in the survey. I'd fill in most as "partially support" and then wouldn't know whether I'd have a later opportunity to comment on the parts I don't feel are fully explained in the information provided.</p> <p>-Basically I think the success of it will be dependent on vehicle users having strong signals that they should expect the unexpected and drive very slowly (as generally happens in Frideswide Square now). Also that cyclists will be able to cross the side roads in a straight line, and be able to join the main carriageway easily if, for example, the footway is busy with pedestrians. The diagram isn't clear about this. And from a pedestrian's point of view it will be very important that cyclists treat them with respect.</p> <p>-I support the idea that the paths under the bridge will be marked as segregated but the other pavements won't be. But I think visual clues and written notices will be important to encourage cyclists to respect pedestrians. Likewise pedestrians are likely to be in the cycle parts at times. 4 metres is not wide for busy segregated paths, and pedestrians do tend to walk two or three abreast with shopping bags. (Cyclists are 'probably' somewhat more likely to go single file in such conditions).</p> <p>-I trust that the raised carriageway/ table will be marked as different to a normal tarmac road surface to help slow traffic down.</p> <p>-I'm not sure I understand why the dropped kerb needs to extend so far along Abbey Road.</p> <p>-Something will need to be done to stop Domino's Pizza deliveries (and people stopping to collect) getting in the way when Beckett Street reopens.</p> <p>-I hope access onto the roadway at the station roundabout will be level, as I for one, prefer to use the road way past the bus stops when cycling. But I'd much prefer to avoid using the roadway under the bridge.</p>
<p>(e7) Local resident, (Oxford, Hobson Road)</p>	<p>Concerns – In my capacity as a wheelchair user and a committee member of the local disability charity Unlimited Oxfordshire, I do have some concerns about this consultation. That said, I absolutely do not want to delay the works. Some of my concerns are about process and others are about the plan put on the website as part of the consultation. Whilst I do not want to delay the project at all, there are a number of issues I would ask you to consider.</p>

A. Powers

The powers of the County Council as traffic authority and highway authority to carry out these works are beyond doubt. Calling this a "statutory" consultation suggests a statutory duty to consult. Please identify the particular provision that gives rise to this duty.

Whether there is a statutory duty or a discretionary power to consult, the law is clear that the consultation must be carried out fairly. Consultees and indeed decision makers (elected members) must be given enough information to make a reasoned decision.

B. The Plan

The plan on the website is not at all clear in many respects. It is very low resolution. It raises so many questions as to render the consultation unfair. I have looked on the website to see if the other information contained answers to my points, but I did not find those answers.

I acknowledge that I have a visual impairment and had some difficulty with the plan. So I sent it to a friend who is a local resident and he came back to me with the following points. I agree with him on these points but you will see that at 7 he raises an issue that I cannot see.

1. The panel that I would describe as the legend does not explain the meaning of the light blue, yellow and beige areas on the plan.
2. The new western entrance to the railway station is not shown.
3. There are references to a 'culvert' under the bridge on either side. Presumably these are references to the pedestrian and cycle tunnels. Is that right?
4. The existing junction with Roger Dudman Way is to be removed. What is to be put there instead?
5. The caption on the plan at the entrance to Beckett Street is not complete and so one cannot read what it is saying.
6. At the far left (Western) end of the plan there are three black lines pointing to the star which represents the entry treatment for Abbey Road. Yet the captions showing what these lines are leading to were not visible on the plan.
7. As if to illustrate my point, my friend who lives in the area spotted '{Ex]isting Pe[lic]an [st]epped ac[cess] removed' somewhere on the plan. I could not see this.

	<p>Finally, and in relation to disabled access, it would have been helpful to have a line in the consultation documents to the effect that dropped kerbs, textured paving and level access for wheelchair users will be provided as standard. I trust that this is in fact the case.</p>
<p>(e8) Local resident, (Oxford, Evelyn Close)</p>	<p>Object – I’m extremely concerned about plans for dual use of pathways for both pedestrians and cycles/scooters/motor bikes while pushed.</p> <p>I’m disabled and have had bad experiences of using the current, inadequate, tunnel by the station. I use a rollator and have already used a Facebook page to say what I think, but have had no reply to it.</p> <p>I’m very much opposed to shared space with foot passengers and wheeled, active people. It just doesn’t work and I strongly suggested two-way foot passengers in one pathway under the bridge and two-way for wheeled vehicles. They would need to be separated by permanent blocks, with adequate signage for the direction of travel, but this would be far safer and would work better for all of us. I have seen this in the long tunnel under the river in Antwerp and it works well. We pedestrians are very vulnerable when confronted by aggressive cyclists and, to be honest, I’m amazed that there has not been, to my knowledge, a very serious injury accident during the over-long time we have had to use the tunnel. To say that it would be difficult for people to understand would be to underestimate the intelligence of most people. We would soon get used to it. What is unacceptable long-term is for us, the elderly, parents with pushchairs, wheelchair users, the wobbly on their feet (like me) to have to do battle daily with cyclists etc. I think this is a solution which should be discussed sensibly when the plans are drawn up. Those of us who live on the Botley side have already had far too much stress about getting in and out of the city and we would appreciate some consideration being given to our needs and welfare.</p>
<p>(e9) Email response</p>	<p>Concerns – This is almost incomprehensible. “toucan”, “raised”, “uncontrolled” etc. The sketch plan doesn’t help.</p> <p>All I want to know is whether I will be able to drive from Botley Road to the Becket St car park or to the new west station entrance; and that if I take a bus or walk or drive cyclists will be safely segregated. The current shared tunnel to the station is very dangerous for pedestrians because cyclists do not dismount and also swerve from side to side.</p>
<p>(o1) Local resident, (Buckland, Summerside)</p>	<p>General view – Object</p>

Greater care is needed to consider real human experience in order to keep everyone safe on the roads and pathways. Cyclists will not use the shared pathways as intended, they will see them as a hindrance and a danger to pedestrians. As a cyclist I actually prefer to travel on roads as I know I am bound by the rules of the road. My preference would be designated cycle lanes on the road which seamlessly divert to the cyclist-designated underpass of the railway bridge. rejoining the carriageway safely afterwards (e.g. my only objection is to the shared use pathways)

Toucan crossing – **Partially support**

Great for pedestrians, not necessary to be 'toucan' though as will rarely be functionally used by cyclists (will expand on this further under objection to 'shared use' paths surrounding crossing)

Raised side road entry treatments – **No objection**

assume this is for speed control and wheelchair accessibility. I have no objection

Shared use footway and cycletrack – **Object**

As a cyclist who commutes daily along this route, I think this is a bad idea. The main threat I feel as a cyclist is in areas where my path is not delineated. This will prove to be a very busy pedestrian path, cyclists who have been using the road over osney bridge will need to join this path which will add danger to pedestrians and will necessitate cyclists to go very slowly until the new cycle lane is reached. In practice, cyclists will remain on the road to keep out of the way of pedestrians and it is distressing to hear that no marked cycle lane will be provided on the road as I envisage drivers becoming irritated and dangerous due the congestion of a new crossing and upcoming roundabout - they will attempt to block cyclists from reaching new cycle path and collisions will occur.

Cyclists (not me) will also be emboldened by the Toucan crossing and think that it is ok to traverse it (along the road) while pedestrians are crossing as cycles are technically allowed to cross. This is dangerous and unnecessary. if the paths were not shared use here, cyclists would be forced to stop at the crossing.

Furthermore, you seem to be saying that cyclists coming out of Mill Street to turn right onto Botley Road should mount the path, turn left, cross the road and then turn right? That will NEVER happen.

My final point is that travelling west along the road will be no easier unless there is adequate provision to rejoin the carriageway safely. I believe the most efficient place to do this would be before Mill Street/before the new crossing (for the same reasons stated above)

Introduce new crossing point – **Support**

Relocate existing crossing point – **No objection**

Widen existing crossing point – **No objection**

No particular objection to any of this

<p>(o2) Local resident, (Cumnor, Oakwood way)</p>	<p>General view – Object Cars are being demonised and won't encourage visitors to oxford city</p> <p>Toucan crossing – No objection Good idea</p> <p>Raised side road entry treatments – No objection No problem</p> <p>Shared use footway and cycletrack – Object The existing cycle routes are seldom used by cyclists</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No problem</p>
<p>(o3) Local resident, (Eynsham, Blakeman Lane)</p>	<p>General view – Object</p> <p>Toucan crossing – Object may not be safe for pedestrians</p> <p>Raised side road entry treatments – Object In principle, I think that pedestrians have priority, rather than pedestrians and cyclists having equal priority.</p> <p>Shared use footway and cycletrack – Object As said before, shared pathways for cyclists and pedestrians are less safe for pedestrians than cyclists. In principle, pedestrians have first priority, for the obvious reason they are very unlikely to knock anyone down, injure, or maim, just by virtue of walking. At present, any shared space (such as riverwalks etc), has demonstrated pedestrians have to get out of the way of cyclists. Therefore, pedestrians have less space to walk in peace and safety.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object</p>

	<p>Widen existing crossing point – Object same reasons as before, pedestrians should be prioritised over & above cyclists/motorists</p>
<p>(o4) Local resident, (Oxford, Abbey)</p>	<p>General view – Object My Father fought in the war to protect our Democracy and freedom of speech but you are subjugating both</p> <p>Toucan crossing – Object Humps damage cars</p> <p>Raised side road entry treatments – Object Not needed or wanted</p> <p>Shared use footway and cycletrack – Object Cyclists already terrorise pedestrians</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Not needed or wanted just an excuse to further slow the traffic</p>
<p>(o5) Local resident, (Oxford, Abbey)</p>	<p>General view – Object Don't know why I'm even wasting my time as these surveys are pointless. As a resident my opinion is not valued or taken into consideration or seriously</p> <p>Toucan crossing – Object Not necessary after coming off a bridge to go under another</p> <p>Raised side road entry treatments – Object Not necessary on such a sharp turning point into a residential street after coming off a bridge so close to Abbey Road</p> <p>Shared use footway and cycletrack – Object Fed up with rude and dangerous cyclist that DO NOT slow down when use shared pathways. I'm disabled and have been knocked over by such cyclist. I do not feel safe on the path let alone a road</p>

	<p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Potential damage to cars</p>
(o6) Local resident, (Oxford, Abbey Road)	<p>General view – Object Local residents have been ridden over rough shod at every turn our views and objections have been ignored</p> <p>Toucan crossing – Object Just another way of punishing the local residents</p> <p>Raised side road entry treatments – Object Every thing you do makes our lives more difficult</p> <p>Shared use footway and cycletrack – Object Cyclists do not consider anyone else but themselves an accident waiting to happen</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object These are not necessary, wanted or needed</p>
(o7) Local resident, (Oxford, Abbey road)	<p>General view – Object There has been very poor communication throughout this whole building project and network rail have ignored local residents repeatedly. Appalling!</p> <p>Toucan crossing – Support .</p> <p>Raised side road entry treatments – Object No need for these to involve so much of Botley road. They should start and finish at cripley rd and mill street.</p>

	<p>Shared use footway and cycletrack – Object 2 shared tunnels seems like a disaster. They need to be either one way only or a bike lane on one side and pedestrian other</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection .</p>
<p>(o8) Local resident, (Oxford, Alexandra Road)</p>	<p>General view – Object I strongly object to any use of pedestrian / wheeled vehicle shared surfaces. Physical barriers and unambiguous zebra crossings must be used to safeguard pedestrians. Other than that I have no objection.</p> <p>Toucan crossing – No objection No additional comments</p> <p>Raised side road entry treatments – No objection Not entirely clear why these are required - these junctions are currently quite calm.</p> <p>Shared use footway and cycletrack – Object My experience is that shared surfaces are not safe for able-bodied pedestrians and certainly not for anyone with any disability. I feel strongly that shared surfaces should NOT be used. Physical barriers must be used to differentiate wheeled and foot traffic.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I do not object to the proposed amendments. I do not understand how 'uncontrolled crossing points' are supposed to function and how priorities work, and feel that these are less safe than zebra crossings, where priority is clear. Unambiguous Zebra crossings would be far preferable in these locations.</p>

<p>(o9) Local resident, (Oxford, Botley Road)</p>	<p>General view – Object There is not a single positive thing in this proposal, a lot of fluff about the type of crossing again and again and not infrastructure to separate and protect bikes from cars and pedestrians from bikes. It's an astonishing missed opportunity to support people who want to get in and out of oxford on a bike or even on foot.</p> <p>Toucan crossing – Object It makes no sense. Why not include some for of diagram. Is it humped or raised? What's the difference? How does it being either help cyclists as you claim? Why is it on a "speed table" and what is one of those?</p> <p>Raised side road entry treatments – Object Again it's completely unclear what this is and how it will work from the word salad you have constructed to describe it.</p> <p>Shared use footway and cycletrack – Object Strongly object. Shared use footway and cycletracks DO NOT WORK ... ever. You're simply allowing cyclists to use the pavement, they cannot make and decent progress there so are forced to use the road where they get abuse from cars, if they use the pavement they get abuse from pedestrians and pedestrians are not comfortable or confident in that space, especially if they are vulnerable in any way. It's a terrible idea that kills active travel and moves people into motorcars.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points do not work. They are hardly even a crossing point. pedestrians don't have right of way so they're just a section of road that you are hoping drivers pay more attention to, however not having to they probably won't.</p>
<p>(o10) Local resident, (Oxford, Botley Road)</p>	<p>General view – Object No need to raise the road surface and the surface demarcation footway/cycletrack is not adequate for the safety of pedestrians.</p> <p>Toucan crossing – Object It doesn't need to be humped.</p>

	<p>Raised side road entry treatments – Object It doesn't need to be raised.</p> <p>Shared use footway and cycletrack – Object The footway and cycle track needs to be physically separated with a barrier not just a demarcation on the surface that no cyclist et al will take any notice of.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object No need for the raised aspect.</p>
(o11) Local resident, (Oxford, Botley Road)	<p>General view – Object The new road under the railway line should be wider than it was and wide enough to allow for a cycle lane on both sides of the road. Traffic has - for at least the last eight years - been sufficiently slow-moving for bicycles not to be seen by motorists as obstructions</p> <p>Toucan crossing – Object Not suitable for bicycles</p> <p>Raised side road entry treatments – Object Unnecessary, and they're not suitable for bicycles</p> <p>Shared use footway and cycletrack – Object likely to be too many pedestrians in that area - bicycles and pedestrians don't mix well (see Bonn Square and Queen Street)</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection n/a</p>

<p>(o12) Local resident, (Oxford, Bridge St)</p>	<p>General view – Object Ending a segregated cycle and pedestrian path into a shared use path, without any controls, and without the chance for cycles to get onto the road is very strange. There's no provision for cycles to get back onto the road before or after, it makes no sense. The serious failures, despite critical but supportive messages, for the Botley rd bridge over the Thames, really need to be learnt from. Scrapping the cycle path there was absurd, and this is a similar strange use of "shared" space.</p> <p>Toucan crossing – No objection So long as cyclists can cross when safe to do so, i.e., not red light for cyclists, it seems fine enough</p> <p>Raised side road entry treatments – Object Shared footway is utterly unrealistic for the volume of cycle traffic and pedestrian traffic. It seems like an idea that shouldn't have even gotten past the blackboard.</p> <p>Shared use footway and cycletrack – Object You must have fully segregated use for cycles and pedestrians. The volume of traffic is just too much at certain times of the day, and the result will be injuries and cyclist unable to cycle. Please think again.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Doesn't seem fully thought through.</p>
<p>(o13) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Object Absolutely opposed to shared pedestrian/cyclist pathways. They need to be physically separated with more than markings on the ground. These will have heavy traffic/footfall and will result in injuries.</p> <p>Toucan crossing – Support Approve of shared crossing with speed table</p> <p>Raised side road entry treatments – Support Looks like a good safety measure</p>

	<p>Shared use footway and cycletrack – Object Shared cycle/pedestrian pathways do not work, markings are ignored by both users and cyclists often go too fast.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I would much rather see crossings e.g. zebra where pedestrians have definite priority but appreciate these are tied up with lots of regulations unlike in most cities in Continental Europe.</p>
<p>(o14) Local resident, (Oxford, bushy close)</p>	<p>General view – Object Too much is expected of shared use areas, which are being proposed as they are low cost to implement.</p> <p>Toucan crossing – Support It isn't a significant change and cycle traffic is expected to increase</p> <p>Raised side road entry treatments – Partially support I do not agree with shared use cycleways. They are too dangerous for pedestrians and force cyclists into the main carriageway without protection</p> <p>Shared use footway and cycletrack – Object I do not agree with shared use cycleways on major commuting routes, they move large volumes of cycle traffic into the path of vulnerable pedestrians which is dangerous. More confident cyclists are moved back into the main carriageway without protection. The route along botley road must be segregated.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – Partially support Moving traffic off the road and into the shared use cycle and pedestrian areas in frideswide square will increase danger at the junctions with park end street and Hythe bridge street as cycle traffic must rejoin the main carriageway with no clear demarcation. Better would be segregated cycle lanes that run parallel to the carriage way and rejoin the painted lanes at the mini roundabout at the eastern end of frideswide square</p>

<p>(o15) Member of public, (Oxford, Cedar Road)</p>	<p>General view – Object It is the sharing section of this that is most difficult - please do not just do this by markings; but by proper divisions.</p> <p>Toucan crossing – Support A crossing is needed, and it has to be one where cars are made to stop.</p> <p>Raised side road entry treatments – No objection I have no view on these.</p> <p>Shared use footway and cycletrack – Object Why is it always pedestrians that are sacrificed to share? This is an incredibly busy cycle route and this will make walking for those with disabilities, pushchairs, wheelchairs, luggage more difficult.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection More and clearer crossings are always to be welcomed.</p>
<p>(o16) County Cllr, (Oxford, City and County Councils)</p>	<p>General view – Object I would like to see wide cycle lanes on the carriageway. It's not quite in the area of the scheme, but if we want to encourage cycling and keep cyclists safe, it's essential to provide better facilities for cyclists crossing Osney Bridge and at other points in nearby Botley Road.</p> <p>Toucan crossing – Partially support It's not on the desire line.</p> <p>Raised side road entry treatments – Support They should make it safer for cyclists and pedestrians. It's a big worry that people have got used to parking at these junctions to drop off or pick up people.</p> <p>Shared use footway and cycletrack – Object Many pedestrians hate them so much they stay at home rather than use them. Many cyclists hate them -- they want to be able to cycle safely ON THE ROAD where they belong.</p>

	<p>Pedestrians tend to wander into the cycle lane and some cyclists will ride in the pedestrian lane when it suits them. It's often hard to overtake another cyclist. It's going to be difficult and awkward -- and dangerous -- to rejoin the carriageway at the end of the shared path. It encourages cyclists to cycle on all our footways.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Are these on the desire line?</p>
(o17) Local resident, (Oxford, Cumnor Hill)	<p>General view – Object Need clear path for pedestrians and clear road for drivers, cyclists should be segregated</p> <p>Toucan crossing – Object Confusing</p> <p>Raised side road entry treatments – Object Confusing</p> <p>Shared use footway and cycletrack – Object Really dangerous to pedestrians to be in close proximity to cyclists</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Confusing</p>
(o18) Local resident, (Oxford, Dale Close)	<p>General view – Object You are trying to make sensible decisions but the amount of cycle traffic in this area, especially cargo bikes of all shapes and sizes renders this scheme dangerous. It is not acceptable for anyone with disabilities, people with young children or nervous dogs. One tunnels should be for PEDESTRIANS ONLY, the other for those on bikes of whatever kind. The cargo bikes should be made to use the road, they are too big for the tunnels and travel at speed, we see them every day.</p>

	<p>Toucan crossing – No objection No particular view</p> <p>Raised side road entry treatments – No objection Would not affect me</p> <p>Shared use footway and cycletrack – Object I am elderly and use a stick. I would not dare walk through these tunnels because from bitter experience (shoulder bumped on Millstream near my house and nearly fell over, no redress, the cyclist shot off) I know cyclists ride at speed and do not consider pedestrians' safety. Every kind of cargo bike, electric bike and scooter will charge through, passing each other inevitably encroaching on footpath area.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I am concerned that all kinds of vehicles will not pay enough attention to others using them.</p>
(o19) Local resident, (Oxford, Duke Street)	<p>General view – Object I cycle daily to the hospital from east Oxford, shared cycle pedestrian lanes do not work and cyclists choose to use the road in these cases. Making the road wider and safer by incorporating cycle lanes would therefore be my preference.</p> <p>Toucan crossing – No objection Neutral</p> <p>Raised side road entry treatments – No objection Neutral</p> <p>Shared use footway and cycletrack – Object Would rather have a cycle lane with the main traffic carriage way, possibly with a separation barrier. Sharing with pedestrians at busy hours does not work with pedestrians often going into the cycle lane. The existing shared cycle lane outside Waitrose is a good example of it not working.</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection Neutral</p>
<p>(o20) Local resident, (Oxford, Earl st)</p>	<p>General view – Object Yet another ideologically motivated boondoggle of nonsense that wastes my money on pointless dreck - probably because you've figured out a way to skim off the contract. Just fix the potholes - is that too much to ask?</p> <p>Toucan crossing – Object In common with all transport proposals from the local government, this one is of course focused on wasting my money on the usual panoply of obstructions and street furniture that does nothing to improve the actual rational aim of transportation - namely t</p> <p>Raised side road entry treatments – Object Waste of my money. Fix potholes. Although I assume that the council or various assorted civil servants don't get a kickback so easily from the company which fixes potholes, hence this boondoggle is the preferred way of laundering my council tax into your</p> <p>Shared use footway and cycletrack – Object Fix potholes.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Waste of money. Fix potholes.</p>
<p>(o21) Local resident, (Oxford, East Street)</p>	<p>General view – Object You just don't understand what it feels like to not feel safe in your neighbourhood, to the extent that you don't even feel like going out. This has been an outrage throughout.</p> <p>Toucan crossing – No objection I don't understand what this means, so I can't object</p>

	<p>Raised side road entry treatments – No objection I don't understand what this means so I can't object</p> <p>Shared use footway and cycletrack – Object I suffer from quite sever mobility problems and I am fed up with being terrified using the footway under Botley Road Bridge. You MUST clearly differentiate between pedestrian/cycling routes and you MUST police this. If you don't you're discriminating against all pedestrians, but in particular the elderly, disabled or mentally unwell. Do you really want a recipe for more chaos? If you do, just wait for the first serious or catastrophic accident to happen</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Crossing points should not be uncontrolled, especially once you've turned Botley Road into a motorway</p>
(o22) Local resident, (Oxford, East Street)	<p>General view – Object</p> <p>Toucan crossing – No objection not really aware of it but crossings are hopefully safe for pedestrians</p> <p>Raised side road entry treatments – No objection probably safer slowing down cars and even bikes</p> <p>Shared use footway and cycletrack – Object We were promised 2 separate lanes on each side!!! Shared lanes/space of 4 metres is not enough and needs to have physical separation/barrier. If cyclists and scooters in practice use the steep road incline then barrier could be reviewed. The entry and exit of cyclists is important as the crossover with pedestrians is potentially unsafe. This is a once in a generation opportunity. We need to protect cyclists in Oxford given all the fatalities in recent years BUT we must now also protect resident pedestrians, many of whom are old and some are disabled.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection</p>

	<p>Very worried about the back tracking on separate lanes for bikes and pedestrians. Worried that the restoration of the western access into the station might be dropped - this is an important part of the scheme for me as a local resident</p>
<p>(o23) Local resident, (Oxford, East Street)</p>	<p>General view – Object</p> <p>The new bridge at the railway station requires cyclists to share the pavement with pedestrians, which – given the (often) very high volumes of both – will be a total nightmare. Alternatively those wanting to use a bike instead of a car must go under the bridge on the road, like normal cyclists. However, the developers have not taken the opportunity to widen the road under the bridge slightly, and put in a safe – ie properly separated with a low kerb – cycle lane, although this would certainly have been possible, with sufficient commitment to the safety of cyclists. Instead they have decided to narrow the road there, to increase the steepness of the slopes, and to remove the visible cycle lanes. The aim is clearly to force cyclists to compete with pedestrians for the pavement. This has been widened, but – particularly with the rising numbers of scooters and electric bikes – this is an arrangement that simply doesn't work, and it runs contrary to Oxford's own transport policy. Most pedestrians are oblivious to the need to stay out of cycle lanes when they are on the same pavement, even when there is obvious signage for segregation. This problem is compounded when the pedestrians are strangers to the city (as are many of the people emerging from the railway station) who fail to comprehend what kind of arrangement is supposed to prevail where.</p> <p>Worse still, the design provides only a short putatively segregated cyclist/pedestrian section under the bridge, and then proposes an even higher level of mixed-use chaos either side of the bridge.</p> <p>The designers think this should work, and are therefore taking the position that it will, but this is just magical thinking. They need to design according to what people do, not what they think people should do.</p> <p>Oxford city desperately needs to reduce car travel into the centre, but this requires safe and unchaotic cycle routes. As it stands, the reality faced by all West Oxford cyclists is that these changes remove what little is left of a proper cycle route into the city. Cyclists will end up either having to weave through annoyed and impeding pedestrians, or risk their lives cycling on a road that has been made narrower and more dangerous for them. So we can anticipate more cyclist injuries and deaths, more injuries to pedestrians, more conflict between cyclists and pedestrians, more conflict between cyclists and drivers, and more car use.</p> <p>There has to be a better solution than the arrangements currently being proposed. And please don't suggest that cyclists should avoid the Botley Road altogether and treble their journey time by using the White Elephant bridge currently being planned to wreck the Grandpont Nature Park and donate £10 million of taxpayer's money to a University profiteering scheme on Osney Mead. No-one in Oxford has the time to cycle via a big loop that doubles or triples their travel time. And very few people will risk the White Elephant (though doubtless soon graffitied) bridge after dark.</p> <p>The best possible solution under the railway bridge would be to sacrifice some of the pavement width currently being allocated to pedestrians and widen the carriageway to have a safe, road-based cycle lane, properly separated (with a</p>

	<p>raised kerb) from the traffic. Failing that, then there needs to be the maximum amount of physically obvious segregation of cyclists and pedestrians on the same pavement, and this needs to be extended east and west until it is possible for cyclists to return to a fully road-based cycle lane.</p> <p>Toucan crossing – Object This depends on whether this extends into the cycle lane. Humped crossings are pretty tiresome for cyclists.</p> <p>Raised side road entry treatments – Object See previous comment. Fine if they don't extend across cycle routes. Tiresome if they do.</p> <p>Shared use footway and cycletrack – Object This is a totally unworkable arrangement, and contrary to Oxford's putative transport policy. See general comments.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object I take it this refers to road bumps which are not only tiresome for cyclists, but difficult for partially sighted/disabled pedestrians.</p>
<p>(o24) Local resident, (Oxford, Fogwell Close)</p>	<p>General view – Object No more road works, temporary lights, men in high-vis suits or delays. Please stop digging up Botley Road! The projects are of little benefit, if any and take an age to complete.</p> <p>Toucan crossing – No objection No objection, but perhaps just keep the 2 existing crossings by the allotments and Abbey Road rather than going to the cost of replacing them?</p> <p>Raised side road entry treatments – Object Other similar raised entry treatments, such as in front of Aldi in Botley, have these and send mixed messages as to whose priority it is (pedestrian, cyclist, car?) at these junctions. Also, similar ones give emerging traffic priority over ongoing cyclist</p> <p>Shared use footway and cycletrack – Object</p>

	<p>These shared routes are bad idea. Unfortunately, neither pedestrians or cyclists respect the lines differentiating individual routes. Also, they are hazardous to cycles at junctions giving priority to emerging traffic over ongoing cycles! Ideally, rather than a shared route bikes should be with the other traffic in the road, as in Oxford High Street, not up on the path. How does a cyclist make a right turn, across traffic from a shared path?</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object</p> <p>My council tax has gone up again and these are all unnecessary changes to replace existing, functioning infrastructure. Also, the construction of these changes is intolerably slow, eg the rail station bridge, cycle route along Botley Road, Friedswide Square.</p> <p>The long term benefits of these projects are negligible and at astronomical cost. The contractors at the Rail Station never seem to have any sense of urgency with usually 5 to 10 contractors standing around using their mobiles, while residents of Botley cannot get a bus to work in central Oxford in bad weather! Also, will the project finish on time in October? I have my doubts.</p>
<p>(o25) Local resident, (Oxford, Grates)</p>	<p>General view – Object ALL BS</p> <p>Toucan crossing – Object Bull</p> <p>Raised side road entry treatments – Object BS</p> <p>Shared use footway and cycletrack – Object BS</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object BS</p>

<p>(o26) Local resident, (Oxford, hazel)</p>	<p>General view – Object why consult now so you are digging up the road AGAIN after it re-opens, this should be done NOW whilst it is still closed</p> <p>Toucan crossing – No objection replaces existing so no objection</p> <p>Raised side road entry treatments – Object It blocks free passage of rainwater and also makes it more difficult for vehicles to enter/exit smoothly. Witness how large puddles form further up botley road where there are already raised side road entry/exits.</p> <p>Shared use footway and cycletrack – Object Shared use doesn't work further up botley road. Its often blocked with temporary signs or street furniture or cyclists/pedestrians are in the wrong side of it. Either put a physical barrier to segregate the lanes/use or make one side footway and the other side cyclepath. Closing Roger Dudman Way will push all the traffic/deliveries onto cripley road including access to nursery. At least re-align and widen these roads without losing parking</p> <p>Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – No objection New raised uncontrolled crossing point on the northern arm of rail station junction Given how busy this is with busses and txis all turning in this should be signalled or toucan crossing</p>
<p>(o27) Member of public, (Oxford, Headington)</p>	<p>General view – Object xxxxx</p> <p>Toucan crossing – Object Stop wasting public funds on hair brain schemes</p> <p>Raised side road entry treatments – Object Already too much priority given cyclists</p>

	<p>Shared use footway and cycletrack – Object Would agree if enforcement took place to make sure they use these lanes, but as in others roads cyclist disregard these lanes, so a waste of money</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Stop pandering to a minority of road users</p>
<p>(o28) Member of public, (Oxford, Henry Rd)</p>	<p>General view – Object Shared paths are a major concern as they afford pedestrians less protection from vehicles than the current arrangement. ALL vehicles should be on the carriageway. Some cargo bikes now have a gross weight well over 1/2 tonne & can legally travel on shared paths at speeds of 15 MPH, or more at the hands of an unqualified driver as young as 14. With a cycle courier depot just down the road, it is highly likely that this type of vehicle could use this proposed elevated shared path at the same time a train load of passengers are emerging from the new station exit. Add in e-scooters, e-bikes & food delivery riders zipping along at speed & it will be an accident waiting to happen. I urge you to provide a separate footway.</p> <p>Toucan crossing – Partially support Raised table crossings can cause problems for motor traffic. Dropped kerbs would suffice.</p> <p>Raised side road entry treatments – Object Vehicles exiting side roads still need to park on the junction to use the junction, so what is the point? A change of surface & traditional dropped kerb arrangement is more likely to encourage cyclists to cross the junction with caution.</p> <p>Shared use footway and cycletrack – Object You claim this idea will make it "safer and more attractive" for pedestrians & cyclists, but then appear to acknowledge that it is not ideal. In fact, I would be LESS likely to walk this route on a path shared with cycles, particularly as there appears to be no way of banning fast e-bikes & large cargo bikes whilst allowing traditional, low speed cycling. There is also no way of ensuring one-way cycling on these paths, so pedestrians will be put at risk of oncoming cycle traffic, as I do not believe cyclists from town wanting to use the new station entrance will cycle on the south side under the bridge, cross over the toucan crossing & turn back towards the station - it just won't happen.</p>

	<p>You say it is a segregated path under the bridge, but segregated by what? We all know white paint is wholly insufficient to protect pedestrians & signs are too easily ignored. There is every likelihood that the northern path would become a 2m wide contraflow cycle path & that cycles would inevitably encroach into the pedestrian space. I would much prefer a 2m wide raised footway each side under the bridge, with a 4m wider carriageway below, including 1.5m cycle lanes each side connecting to the existing on-road cycle lanes on Botley Rd. That would keep pedestrians totally safe & still make cycling safer, whilst also increasing vehicular space & overall road safety.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object If these connect to shared paths, they will inevitably be used as short-cuts by cyclists assuming a priority to cross.</p>
<p>(o29) Local resident, (Oxford, Hythe Bridge Street)</p>	<p>General view – Object Please no more shared cycle/pedestrian paths as we know that they do not protect pedestrians: please separate them. Please keep a cycle path on the road for cyclists that want to travel more quickly. Please do not build any more uncontrolled crossings as we know that they are unsafe for pedestrians.</p> <p>Toucan crossing – No objection No issues with current placement of crossing & therefore proposed crossing seems reasonable</p> <p>Raised side road entry treatments – No objection '-</p> <p>Shared use footway and cycletrack – Object I support protecting/ encouraging pedestrians and cyclists. My concern is that currently on other cycle/pedestrian paths in Oxford, including nearby area (e.g. canal path), there are signs for cyclists to give way to pedestrians and this rarely happens - cyclists speed down the path ringing their bell intimidatingly and pedestrians, especially vulnerable, use the pathway at their peril: Signage for cyclists to give way to pedestrians does not work/ is not enough. I am concerned that, particularly at the tunnel part of the proposed shared pathway - where there is reduced visibility, that pedestrians will be at risk. Better would be to have one side for pedestrians and one side for cyclists (e.g. north side for pedestrians and south side for cyclists).</p> <p>Introduce new crossing point – Object</p>

	<p>Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points are highly dangerous. The current uncontrolled crossing points at Hythe Bridge Street, Park End Street, Botley road (i.e. area around Said business school and rail station) are really perilous to cross as a pedestrian and confusing as a driver. Some drivers stop, some don't: many drivers are confused whether to stop or not and hesitate. Some pedestrians believe they have the right of way on these crossings (they should - but this thinking is perilous with the current set up of ambivalence over the correct use of these crossings), some that they have to wait (and they wait for a long time, often stuck in the middle of the road as a result, which is obviously dangerous and unsafe, especially those vulnerable individuals.</p>
<p>(o30) Member of public, (Oxford, Laburnum Road)</p>	<p>General view – Object Waste of money and will take weeks of disruption / lights to carry out for no improvement. Stop wasting money, get the traffic moving and abandon silly dogmatic schemes like LTNs and bus gates. OCC has made journeys into Oxford significantly worse over the last few years and OCC is not a fit body to be the highway authority.</p> <p>Toucan crossing – Object We do not want any more roadworks on Botley Road with so called improvements. Money has already been spent on remodelling and the junctions at Lamarsh Road / Aldi Wickes entrance and much worse for pedestrians which proves my point. NO more work, no more</p> <p>Raised side road entry treatments – Object Anything that impedes traffic is a bad idea. We don't want any more disruption as we know these schemes between OCC/Drayton takes weeks to complete. Consider railings around the present crossing to stop pedestrians wandering into road. The present crossin</p> <p>Shared use footway and cycletrack – Object No shared spaces between pedestrians and other road users such as cycles or scooters. many of these travel at speed and the riders can be aggressive to pedestrians. Consider barriers at select points to stop people riding through at speed.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object</p>

	<p>OCC waste money like there is no tomorrow on silly schemes and constant twiddling which takes weeks of disruption to carry out. Once Botley Road reopens if it ever does it needs to be left alone for 5 years. It is now almost a year where there has been no through bus service to the city and through an awful winter. This is where councillors have made matters worse for the public, there is no shelter from the rain down there so basic stuff has gone by the by. Presumably this is because many elected individuals don't use public transport. No more disruption, OCC ought to hang its head in shame on the present mess at Osney Island where things have just got worse with Thames Water.</p>
<p>(o31) Local resident, (Oxford, Mill Street)</p>	<p>General view – Object I would like to add that I was frequently hounded by car drivers in the past when cycling under the rail bridge towards the city centre because I will always 'take the lane' for my own safety when the carriageway is narrow. I've twice approaching Frideswide Square had a car driver overtake then get out of their car to attack me, I've had a drink thrown at me from a passenger window, and many aggressive close passes. I was once knocked to the ground by a car driver near Broad Street and my bike run over. This does not put me off cycling but it is the reality of cycling in Oxford.</p> <p>Toucan crossing – No objection Replaces the existing crossing</p> <p>Raised side road entry treatments – Partially support To give an example: driving from the city centre and preparing to turn left into Mill Street, you must be very careful about cyclists coming up on your left, and also pedestrians crossing the side road. Often I have come to a stop here and waited for a sa</p> <p>Shared use footway and cycletrack – Object Having cycled, walked or driven between Abbey Road and Frideswide Square most weeks for the past 20 years, I object to the proposal because it is a missed opportunity to do something better. It also lacks key details. The design provides a relatively narrow (2m) cycle lane through the tunnels with the risk of pedestrians crossing and the difficulty of rejoining the carriageway. My key message is that most cyclists will therefore use the main carriageway as it will be faster and give opportunity for overtaking.</p> <p>In many cases shared use areas give a bad experience for cyclists and pedestrians, particularly in busy areas like this. For example Frideswide Square was designed with deliberately narrow road lanes to force traffic to move at cyclist speed without overtaking, but this just frustrates motorists and leads to less confident cyclists hugging the kerb. Also the shared use paved areas of Frideswide Square look like pedestrian-only areas.</p>

	<p>The Rail Station improvements are an opportunity to make space for a wide and completely separate cycle lane to take cyclists either into the city or to the station. However the proposal is for cyclists and pedestrians travelling at different speeds to share a relatively narrow space which will be an uncomfortable experience for both. The consultation plan does not show how the lanes will be demarcated - textured surfaces, kerbs, wands? All of these can be an issue. There is little detail on how cyclists will negotiate turnings e.g. to the station, or how cyclists will rejoin the carriageway either side of the bridge. Due to the issues cyclists experience with shared areas (e.g. pedestrians stepping to the side or changing direction quickly) I predict that the majority of cyclists will use the main carriageway, which of course will upset motorists.</p> <p>It looks like this was designed to put motorised traffic first. The very opposite of what the proposal claims. It gives cars, buses, etc. an unimpeded run under the bridge and keeps cyclists and pedestrians out of their path.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Crossings should allow for the most direct lines that pedestrians will want to take.</p>
(o32) Local resident, (Oxford, Oakthorpe Road)	<p>General view – Object</p> <p>Toucan crossing – Object Potentially hazardous for motorbikes</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object The shared use of footway and cycle track can be potentially dangerous. Cyclists often speed in these spaces and invade the walking side. I have several times almost been run over by cyclists speeding on these shared spaces. At the very least there should be an enforceable speed limit for bikes or a physical barrier between the two to protect pedestrians. Footways are often used by the most vulnerable people in our society (children ,elderly, disabled) and we need to protect them.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection</p>

	no objection
(o33) Local resident, (Oxford, Osney island, east st)	<p>General view – Object Please listen to us on the shared pathway issue. It is awful as an older pedestrian to be unable to walk safely, to be too slow or hard of hearing or simply unsteady, to be unable to jump out of a cyclist’s way when they go at speed, because they are granted the right to be in the pedestrian space by these planners.</p> <p>Toucan crossing – Object Completely unclear what this entails from the description, so I cannot support. However this is not the main aspect of my criticism of the proposals.</p> <p>Raised side road entry treatments – Object Again, very unclear description. As above.</p> <p>Shared use footway and cycletrack – Object This is my major objection. My father was knocked over by a cyclist in a similar pathway. Since the scheme was proposed we have seen a huge increase in electric bikes, 4 wheelers, and delivery cyclists going at speed. It is patently unsafe to have a shared space. I cannot object strongly enough after my own experience with a cyclist hitting my father and not even stopping. Cyclists are becoming increasingly brazen in their disregard for pedestrians as shown in other shared spaces in Oxford. It makes many older people fearful to walk into town now.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Unclear description of what this entails and I fear that it will be part of the overall aim of which I strongly disapprove - to share space between pedestrians, bicycles and electric bikes.</p>
(o34) Local resident, (Oxford, Prefer not to say)	<p>General view – Object I implore you to urgently rethink the pedestrian provision under the railway tracks. The proposal is discriminatory to members of society who are at risk from hate crimes. I would actively choose to risk being hit by a car at 30mph than walk through an enclosed tunnel.</p>

	<p>Toucan crossing – No objection N/a</p> <p>Raised side road entry treatments – No objection N/A</p> <p>Shared use footway and cycletrack – Object I am very concerned by the proposal to create separate tunnels for pedestrians and cyclists away from the road. As a lone female I would actively choose to avoid this dangerous situation by walking in the road - even if the risk of being hit by a car was high. This is because an enclosed and not overlooked walkway with the potential for mugging, rape and murder is far more dangerous to me than a car driving at 30mph. Please create a colonnade on each side for the pedestrians and cyclists so that these areas are overlooked.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/a</p>
(o35) Local resident, (Oxford, Prestwich)	<p>General view – Object Costly, unnecessary, disruptive, not well thought through.</p> <p>Toucan crossing – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Raised side road entry treatments – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Shared use footway and cycletrack – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p> <p>Introduce new crossing point – Object</p>

	<p>Relocate existing crossing point – Object Widen existing crossing point – Object Traffic and the lives of those who have been unfortunate enough to live in Botley have been disrupted enough, there is no need for further mismanagement and delays for something that is ultimately not urgent or important.</p>
<p>(o36) Local resident, (Oxford, Prestwich Place)</p>	<p>General view – Object The scheme needs to integrate with the wider cycling and pedestrian infrastructure in a coordinated way and give a continuous two-way cycleway through the whole area.</p> <p>Toucan crossing – Partially support I have no objection to a toucan crossing at this location but it needs to be integrated into the wider cycle infrastructure.</p> <p>Raised side road entry treatments – Support Traffic at these locations needs to be slowed.</p> <p>Shared use footway and cycletrack – Object The cycle lanes (whether one-way or two way through the tunnels) need to be separated from pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Uncontrolled crossing points should be replaced with a permanent controlled two way cycle path.</p>
<p>(o37) Local resident, (Oxford, South street)</p>	<p>General view – Object Badly thought through. There should be a much clearer route for cyclists which doesn't use shared space with pedestrians.</p> <p>Toucan crossing – Object Seems unnecessarily at this point and will slow traffic and cyclists using the main road. When would people need to cross the road at this point? Surely they would have done it further up the Botley road when getting off the bus?</p> <p>Raised side road entry treatments – No objection Don't really understand what they are or why they're needed but don't see a reason to object to them</p>

	<p>Shared use footway and cycletrack – Object Shared use pavements don't work for anyone. Pedestrians feel threatened by cyclists and cyclists feel frustrated by pedestrians not paying attention. Particularly difficult for cyclists trying to re enter traffic as cars aren't expecting cyclists to join the road suddenly from the pavement. From my experience as a pedestrian, cyclists and motorists they're confusing and dangerous.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Seem like a good way of giving pedestrians some sort of priority when crossing</p>
(o38) Local resident, (Oxford, Sycamore Road)	<p>General view – Object</p> <p>Toucan crossing – No objection No objection</p> <p>Raised side road entry treatments – No objection I don't know what this means.</p> <p>Shared use footway and cycletrack – Object This is dangerous for both cyclists and pedestrians. The paths will be too busy. Pedestrians will overtake each other in the cycle lane without looking. The two paths need to be segregated. The obvious way to do it would be to have cyclists on the road with a kerb dividing them from traffic.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I don't understand.</p>
(o39) Local resident, (Oxford, West Street, Osney Island)	<p>General view – Object</p>

	<p>For decades, it has been clear that Botley Road cannot be made wide enough to enable smooth flowing traffic. The past years of closure have demonstrated that Oxford continues to function with the Botley Road closed to traffic. I think that it should be reopened EXCLUSIVELY for buses, for cyclists' safety and environmental reasons.</p> <p>Toucan crossing – No objection As a pedestrian, this seems fine.</p> <p>Raised side road entry treatments – No objection I don't have a view on these.</p> <p>Shared use footway and cycletrack – Object My STRONG VIEW is that there should be PHYSICALLY SEPARATE LANES, with one for pedestrians and an entirely separate one for cycles/scooters/e-bikes. I have had worrying experiences of near-collisions with fast-moving cyclists on the stretches on the Botley Road where there are markings similar to those proposed here, and those are with wider pavements. The "criss-crossing" between pedestrians and cyclists is confusing and danger-prone, particularly for people such as myself with aging hearing and vision. And having cyclists leaving and then rejoining vehicular traffic is most dangerous of all. I feel EVEN MORE STRONGLY that cyclists should ALWAYS be physically separated from vehicles. The toll of deaths and life-changing injuries to cyclists on our roads is appalling.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view on these.</p>
(o40) Local resident, (Oxford, Woodin's Way)	<p>General view – Object I strongly object to shared surfaces for pedestrians and cycles etc. In particular, electric bikes with adapted thumb throttles are not being monitored/controlled in any way. Pedal cycles also can gather speed and without a barrier in place, accidents are likely. Older people and those with young children may not feel safe. I agree we should encourage people to cycle around Oxford, but not at the expense of pedestrians. I walk along the Botley Road regularly and the shared paths do not work. Cycles go against the traffic direction etc. Putting everyone in a channel would be even worse. Look after us Pedestrians please!</p> <p>Toucan crossing – No objection</p>

	<p>.</p> <p>Raised side road entry treatments – No objection</p> <p>.</p> <p>Shared use footway and cycletrack – Object It is not safe to put pedestrians and cycles -particularly electric or modified cycles in close proximity to each other in a 4 m channel with just signs and painted lines. It is bad enough for able bodied pedestrians to cope with cycles overtaking etc. Who is going to mointor direction of cycles -can they go in either direction? There should be a physical barrier between foot and wheel.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I think unambiguous zebra crossings are better. Who knows the rules around unambiguous crossings? Delivery bikes certainly don't.</p>
(o41) Local resident, (Oxford, Yarnells hill)	<p>General view – Object It's just not clear enough</p> <p>Toucan crossing – Object We need clear information regarding how cars are going to be allowed to travel and what restrictions are being proposed if any.</p> <p>Raised side road entry treatments – Object Not sure this is completely clear</p> <p>Shared use footway and cycletrack – Object The shared use will cause issues. Cyclists will speed along and there will inevitably be an accident</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Not clear enough</p>

<p>(o42) As a business, (Oxford, .)</p>	<p>General view – Object pedestrians need protecting from cyclists and should not be in the same space</p> <p>Toucan crossing – Partially support v</p> <p>Raised side road entry treatments – Partially support .</p> <p>Shared use footway and cycletrack – Object cyclist are a danger to pedestrians and should not be in the same space</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object .</p>
<p>(o43) Member of public, (Oxford, Elms drive)</p>	<p>General view – Object Waste of even more money! This should have been in the original plans.</p> <p>Toucan crossing – No objection Toucans seem to be effective</p> <p>Raised side road entry treatments – No objection They seem to be effective</p> <p>Shared use footway and cycletrack – Object There is still the river bridge. Needs a completely new route</p> <p>Introduce new crossing point – Partially support</p>

	<p>Relocate existing crossing point – Partially support Widen existing crossing point – No objection All these are peripheral and not important</p>
(o44) Local resident, (Oxford, Htr)	<p>General view – Object .</p> <p>Toucan crossing – Support Safe crossings are generally a good idea</p> <p>Raised side road entry treatments – Support .</p> <p>Shared use footway and cycletrack – Object Mixing pedestrians and cyclists is not good for anyone. Pedestrians tend to walk in groups in unpredictable ways, leading to frustration for cyclists whose way is impeded and/or the risk of collisions if pedestrians stray in front of a faster cyclist.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – Partially support Widen existing crossing point – No objection I have no strong opinions about these</p>
(o45) Local resident, (Cumnor, Cumnor Hill)	<p>General view – Partially support They could be better. The stated aims of improving access for cyclists and pedestrians is only half hearted - the proposed improvements still prioritise cars</p> <p>Toucan crossing – Support Support. Toucan crossings better for pedestrians and cyclists. These are needed in Frideswide square</p> <p>Raised side road entry treatments – Partially support Depends who has priority - pedestrians crossing these or vehicles turning in/out of these side roads</p>

	<p>Shared use footway and cycletrack – Object Shared cycle and footways are never ideal, for either of these groups. This is even more so in busy areas, which these will be around the station. Was it not in original plans that the cycleway will be segregated from the pedestrian footways? It seems that despite all the proposed changes, cyclists are being sidelined and cars given priority</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points just don't work for pedestrians and cyclists. It relies on motorists goodwill - which isn't always forthcoming and they don't really work for cyclists, pedestrians OR motorists, as no one knows who has priority. They are particularly stressful to use for old, vulnerable and disability groups</p>
<p>(o46) Member of public, (Eynsham, Acre End Street)</p>	<p>General view – Partially support These are very good plans which help to create safer traffic flows, especially for pedestrians and cyclists, but the devil is in the details when planning/creating them. Some minor improvements will make these plans truly excellent.</p> <p>Toucan crossing – Partially support This will slow down traffic (hump) and provide a place to cross the Botley Road closer to the western station entrance. I do wonder if it would be even better placed further east (of Cripsey Rd and Mill St) so that it is positioned right at the western st</p> <p>Raised side road entry treatments – Support This will make it a lot safer for cyclists as currently, cars pull in and out of these streets quickly, which is very dangerous to cyclists. I have been cut off by cars repeatedly when cycling on Botley Road.</p> <p>Shared use footway and cycletrack – Partially support As long as it's clearly marked which parts are for pedestrians and which for cyclists, this would be excellent as it takes these road users away from motorised road users. I have one worry, which is the signposting of where cyclists will leave and especially re-enter the main road. This has to be clear to motor vehicles and there has to be at least a visual, if not a physical barrier between motor traffic and cycle lane traffic. Good examples of such safe exit points onto segregated cycle paths and re-entry from segregated cycle path onto main road can be seen here (from The Netherlands):</p>

	<p> https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEjeF9N_cci9-KyMRrlydZN0FLXawsC5yPU5dLDIsGfghockfjLUpGPfGptcR2_3VGuFJOmGZ-SJ12aI9-r8FrPCR2OBi-x3v0oHlikzHjgPWjY2GzI945SMrnNVMcXliym1yIQRHRhRPe8/s640/SAM_1823.JPG https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEhGoxhiYWDdK1U5Bc-Tpml0xTeMltZDVAMV4-L4YnPNXi_A_V5wVcMxP4HTI-EqcEW660wWGzcSG_s9_h0WLiVC0Vyt810mU9plxPvWRMrOAXjwckpT8o6Fe1PuX_BIEh6_ScehXOTCjaE/s640/DS CF2448.JPG https://blogger.googleusercontent.com/img/b/R29vZ2xl/AVvXsEj8yBkxV2jocODaiuJQtoFSoEB50NKplkiwNlrX4OYt-X62Gq19dpVR9g9tPZcQvmvsb3EBAqJjZ4ve8YEnF8XCUK8ssvOQjVFXpFLjT-MeyNOUy75T14B2TB5urjyyX5qLY7lh9yLUWZA/s640/DSCF2450.JPG </p> <p> Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support This will make the crossings for pedestrians safer than they are at present </p>
<p>(o47) Member of public, (High Street, Queens Lane)</p>	<p> General view – Partially support </p> <p> Toucan crossing – No objection Will have little impact as it's generally nose-to-tail traffic anyway </p> <p> Raised side road entry treatments – No objection No objection </p> <p> Shared use footway and cycletrack – Object e-scooters and bikes require their own lane </p> <p> Introduce new crossing point – Object Relocate existing crossing point – No objection Widen existing crossing point – No objection New not required </p>

<p>(o48) Local resident, (North Hinksey, North Hinksey Lane)</p>	<p>General view – Partially support These proposals look good in principle, but the actual viability for cyclists wanting to get from Botley to the City Center was efficiently as possible remains unclear, as it is unclear that they will provide a route which is as free flowing as staying on the main carriage way. Only proposals which fully segregate bike traffic from both cars and pedestrians can get my full support, even if this means extending pedestrian crossings over bike lanes and having a clear give way to pedestrians, as "shared spaces" generally provide a very poor experience for cyclists. The aim needs to be to provide cyclists with an experience which is as seamless as cycling along an empty road, and mixing with pedestrians or dodging road furniture in place to support car traffic never provides that. These proposals could be very good, or be half-baked, and it is unclear from these designs which it will be.</p> <p>Toucan crossing – Support This is matching existing provision, with slightly improved design</p> <p>Raised side road entry treatments – Support Raised side road entries are good for highlighting that the space should prioritise pedestrians and cyclists proceeding along the main road, and will hopefully help keep cars from stopping in or blindly entering the crossing area - A major risk, particula</p> <p>Shared use footway and cycletrack – Partially support Separated cycling infrastructure is good, but "shared spaces" are often a very poor experience for cyclists and are badly implemented as a way to tick boxes or get cyclists out of the way of cars. Full segregation with a height offset between the cycle path and footpath are always the best experience for both cyclists & pedestrians. I am unconvinced the proposal will form a good experience for cyclists. Going towards town, the section between Abbey Road & Cripsey Road will likely be not worth using as a cyclist, having to be cautious of pedestrians along the space and road furniture for the toucan crossing. The segregated lanes under the bridge will likely be very good, but will be limited by the ease of getting into them (ideally extend all the way to the junction so cyclists on the road can merge on easily) and of getting off them. The cycle lane appears to end without ceremony and by a crossing that will have conflicting pedestrian movements and it is unclear how someone would return to the road, as the intention is clearly to direct people towards cycling through Frideswide Square. Frideswide square is not a great place for cycling as there is no clearly demarked route for cyclists, and I will likely continue to not use it after these changes. Going out of town, again, the routing for cyclists who do not consider Frideswide square is unclear, but the major problem will be that the designs show cyclists using the segregated path will lose priority to car traffic entering or</p>
--	---

	<p>exiting Mill Street. This is a MAJOR concern, as unless it is made entirely unambiguous that car traffic must give way to cyclists, this will be a serious danger zone for cyclists and could well make the entire segregated path under the railway lines unviable.</p> <p>Overall, these changes look good in principle, but there is a real risk that the "shared spaces" will prove to not be worth the hassle to cyclists who just want to get to their destination with minimal faff, and not worry about pedestrians, road furniture, and cars not bothering to loop when pulling on/off major roads. Only fully segregated cycling infrastructure can get my full support.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support</p> <p>I dislike cycling through Frideswide Square, as it is not an efficient cycling route, and requires considerable more thought and slower speeds than following traffic on the road. It is possible that these changes will help improve that, by making the entry and exit into the space clearer, but contending with pedestrians in a "shared space" is always a major concern, and without a clearly marked route for bike traffic through Frideswide Square, it is likely that the best route through this junction for a confident cyclist will remain following traffic on the road.</p>
<p>(o49) Member of public, (North Hinksey/Elms Rise, Laburnum Road)</p>	<p>General view – Partially support</p> <p>The 4-metre wide tunnels on either side of the road beneath the railway are good. However, on the east side the transitions to cycle lanes in Frideswide Square, which are very little used as a result of poor marking, need to be more clearly marked. On the western side of the bridge the proposed 4-m wide shared area for cyclists and pedestrians suddenly give way to the Osney Bridge pinch point. As at the bridge just before the junction with Ferry Hinksey Road, there need to be pedestrian only bridges on either side of the existing bridge, and there is room for installing the access. Cyclists could then have their own narrow lanes as part of the main carriageway, as at that bridge.</p> <p>Toucan crossing – Partially support Danger that users of the carriageway may be distracted from the many other features such as junctions</p> <p>Raised side road entry treatments – Support Should make it safer for pedestrians to cross</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Better and safer to separate pedestrians and cyclists, as shown by current shared use in the "tunnel of love" beneath the railway. Particularly with increased use of electric bikes and scooters. Pedestrians need to concentrate on crossing side roads e.g. Mill Street & Abbey Road rather than avoiding cyclists in shared space.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object You need to accompany this question by a small map showing exactly what is proposed and where</p>
<p>(o50) Member of public, (Oxford, Abbey Farm Barns, off Station Road.)</p>	<p>General view – Partially support Important to safely connect cycle/pedestrian tunnels with pathways behind bus stops in Frideswide Square.</p> <p>Toucan crossing – Support Good safe design of a very necessary amenity.</p> <p>Raised side road entry treatments – No objection I trust the County Council's opinion.</p> <p>Shared use footway and cycletrack – Support Safe separation of motor and alternative travel vehicles.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support I trust the County Council's proposals.</p>
<p>(o51) Local resident, (Oxford, Alexandra Road)</p>	<p>General view – Partially support I'm a 78 years old cyclist and even I doubt the wisdom of putting cyclists with pedestrians: 2-3mph walking is a lot slower than 10-15mph cycling speed, whereas 10-15mph cycling speed is a lot closer to 20mph vehicle speed. Why not put cyclists in a widened road with priority given to them?</p> <p>Toucan crossing – Support Hump will slow traffic</p>

	<p>Raised side road entry treatments – Partially support The shared use footways should be straight across Cripsey Rd and Mill St. The vehicle stop markings from those streets should therefore be set back behind the shared use footways.</p> <p>Shared use footway and cycletrack – Object First, it's unclear how cyclists will get on and off the shared use footway at Abbey Rd and opposite. Ramps are notorious for being uneven and at busy times, cyclists may prefer to keep to the road rather than negotiate pedestrians. 4m sounds a lot for a separate cycle track and footway but, again, at busy times it may not be enough. As a cyclist I'd prefer to stay on the road even if traffic couldn't be kept below 20mph. Electric cycles should not be allowed on the cycle track since their speed is dangerous to pedestrians.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Their very similar to what we have already.</p>
<p>(o52) Local resident, (Oxford, Alexandra Road)</p>	<p>General view – Partially support As a cyclist, car driver and pedestrian with children I dislike the shared bike/pedestrian paths when there is a chance to better separate out pedestrians and cyclists - under the bridge it makes sense to have these, but where these are being expanded beyond the bridge I would prefer for the cycle path to be separated - on the road but with a raised edge to separate bikes and cars. Otherwise fast cyclists just use the road and for other cyclists it's never obvious it's cars will stop turning into the junctions, giving the cyclists priority. All the curbs and junctions to negotiate with young children on these shared cycle paths make them really hard to use. Better to have a flat cycle path which appears to be part of the road but with something more substantial than a white line separating cars and bikes.</p> <p>Toucan crossing – No objection Vehicles do not always stop at the crossing between Alexandra and Hill View Road so anything to ensure scooters/bikes definitely stop would be good for kids. This means the hump cannot have gaps at the edges big enough for e-scooters/bikes to get through</p> <p>Raised side road entry treatments – No objection Will this have impact on flooding/puddles?</p>

	<p>Shared use footway and cycletrack – Partially support This works well in the Osney industrial estate, but even there pedestrians often walk on the cycle path but it doesn't matter so much as volumes of traffic are low. E-bikes and large cargo bikes are best kept away from a path where young children will walk - what will the bike speed limit be along here?</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support My main concern about crossings with young children is e-scooters and bikes not stopping - will these measures stop this?</p>
<p>(o53) Local resident, (Oxford, Arthray)</p>	<p>General view – Partially support I hope you do a better job than the botley road cycle path, it criss crosses a lot and a lot of cyclists don't appear to use it</p> <p>Toucan crossing – No objection I don't really know what it looks like so I'm not objecting</p> <p>Raised side road entry treatments – Partially support If cyclist and pedestrians are to share the same space albeit with marked delineation it might be unsafe in a confined space. Electric bikes travel far too fast and someone could inadvertently step into the path of one</p> <p>Shared use footway and cycletrack – Partially support If cyclist and pedestrians are to share the same space albeit with marked delineation it might be unsafe in a confined space. Electric bikes travel far too fast and someone could inadvertently step into the path of one</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These need to be monitored, if they become dangerous then lights must be introduced</p>

<p>(o54) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Partially support Please consider that most people are pedestrians, cyclists and drivers. Please consider from all points of view, especially drivers who just happen to live in this area and still need to go about their business when they need to use their cars. Please don't make the Mill Street junction dangerous and please consider that bikes and scooters and some cars will still travel too fast in conditions that are clearly meant to encourage safer cycling or driving (this is what has happened in Frideswide Square).</p> <p>Toucan crossing – Partially support In principal it is a good idea but the speed and volume of bikes and scooters needs to be considered alongside pedestrians. Also with the steeper slope under the railway bridge, visibility needs to be considered and reminders of the 20mph speed limit need</p> <p>Raised side road entry treatments – Partially support As a cyclist, pedestrian and driver who lives off Mill Street, it is crucial that you get this junction right. Mill Street is a busy junction (especially over the next few years as major construction projects are ongoing on side roads off Mill Street). A</p> <p>Shared use footway and cycletrack – Partially support This could work but only if visibility and access to side roads (Abbey, Cripsey and Mill Street) is thought-through carefully. Otherwise it could be dangerous to have cyclists (probably travelling at speed) and scooters whizzing across the road junctions on their way to the shared used footway and cycle track. Again, signage to ask people to be considerate is probably necessary otherwise people tend to travel too fast (esp. bikes and scooters). Faster bikes will probably also prefer to use the road so think about visibility on side roads when cars are trying to emerge or enter: it could be a nightmare to spot all the bikes and pedestrians coming from the road and the footway/cycletrack.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Just as a note question 8. above does not make sense? Not sure what you are referring to?</p>
<p>(o55) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Partially support</p>

	<p>Support in principle but experience of other schemes in Oxford which have relied totally on everyone driving, cycling or walking sensibly and to the rules have shown that this is not the case to the detriment of sensible pedestrians and cyclists.</p> <p>Toucan crossing – Support Support the toucan crossing but concerned that it lands those crossing into a shared use footway which to me implies bikes and scooters will be travelling along it and could result in collisions with those landing on the footway after crossing.</p> <p>Raised side road entry treatments – Partially support Partially support. I think it is good to demark these road entry/exits. However, as Mill Street residents, I suspect we will still find turning out onto the Botley road difficult because of all users (pedestrian, bike and vehicle) not taking care and go</p> <p>Shared use footway and cycletrack – Partially support This is ok in theory but the reality is that some cyclists will not ride appropriately through them. This will be even more of an issue when the traffic under the bridge is nose to tail and fast cyclists will switch from the road to the shared way but try to maintain road like speeds!</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support The uncontrolled crossings on all of Frideswides Square are an issue for pedestrians as the vehicles travelling through are much faster than I suspect the original transport modellig allowed for.</p>
(o56) Local resident, (Oxford, Barrett street)	<p>General view – Partially support I am not particularly on board with all these proposals because like everything in this city (bus gates etc) decisions are made without anyone actually spending time 'in situ' to see how things will work. Unfortunately I don't have a lot of confidence.</p> <p>Toucan crossing – Partially support In theory it sounds fine but like a lot of suggestions it may not be very practical.</p> <p>Raised side road entry treatments – Object</p>

	<p>As usual the pedestrian and cyclist are given priority, and neither has much respect for the Highway Code. I fear trying to exit and enter Mill Street will be difficult.</p> <p>Shared use footway and cycletrack – Partially support In theory a good idea but with e scooters and motorised cycles whizzing along it could be unsettling</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Like any crossing which is uncontrolled it only works if users respect the situation.</p>
<p>(o57) Member of public, (Oxford, Benson Road)</p>	<p>General view – Partially support There should be a segregated system of cycle tracks through the bridge as proposed, but there does not seem to be consideration for how cyclists would access those tracks, especially on the western side. A toucan crossing is correctly used on the western side to provide a safe crossing for pedestrians accessing the station, but the eastern side still relies on "informal" crossings. The experience of the Frideswide square redevelopment is that these encourage motor traffic to "barge" through pedestrians trying to cross, and so formal crossings (zebra/toucan) are needed here also where the pedestrian traffic is likely to be higher.</p> <p>Toucan crossing – Support There needs to be a sufficient safe pedestrian crossing for access to the station.</p> <p>Raised side road entry treatments – Object There should be a full continuous footway treatment at the side roads otherwise these will be hazards for pedestrians. Additionally it is unclear how cycles will navigate these side roads - since they are expected to be on a "shared use footway" on approach</p> <p>Shared use footway and cycletrack – Partially support In isolation it makes sense to have segregated cycle paths but there is no indication on the plan as to how cyclists would access these from the bike lanes on the western side of the bridge. Hence the eastbound cycle lane would simply be not used (cycles would use the main carriageway which they are naturally directed toward) and the westbound one would create a hazard when cycles have nowhere to go, presumably being forced to rejoin the main carriageway, when reaching the junction with Mill Street.</p>

	<p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Partially support</p> <p>Moving the crossing points to closer to the informal roundabout would potentially reduce the tendency of motor traffic to speed away from the roundabout particularly on the northern arm where there is conflict with pedestrians accessing the station. The northern crossing should ideally be signal controlled as this is the one where motorists tend to try and drive through the pedestrians. The others should be painted and signalled as zebra crossings so that visually impaired users have proper access.</p>
<p>(o58) Local resident, (Oxford, Botley)</p>	<p>General view – Partially support It seems rash, and is probably irresponsible, not to include cycle lanes in the road tunnel. Some more impatient cyclists will certainly use the road tunnel, and there will be a risk of serious crush injuries against the unforgiving walls of the tunnel (there will be far more cyclists when the University is fully established in Osney Mead). Are your planners really thinking ahead?</p> <p>Toucan crossing – Object As Councillors know from Ferry Hinskey Road some years ago, humps close to residents create vehicle noise. This is especially true of delivery vehicle working late at night and very early in the morning. In the Ferry Hinskey Rd case the noise led to threa</p> <p>Raised side road entry treatments – Object Unnecessary. I would much prefer that you spent the money on mending the *pavements*, which are a real and present risk and distraction to older pedestrians.</p> <p>Shared use footway and cycletrack – Object We know from experience that cyclist attention, patience and discipline is poor, and we can expect impatient cyclist to veer into the path of pedestrians. Also e.g. on Botley Rd it the cycle lane markings can be erratic and indistinct, again creating risks for pedestrians.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support If implemented properly, and observed by cars and cyclists, these might increase pedestrian safety.</p>

<p>(o59) Local resident, (Oxford, Botley rd)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Construction of crossing should be done so as to minimise potholes. Thus Building into the road construction rather than build on road surface</p> <p>Raised side road entry treatments – Partially support Built as previous answer</p> <p>Shared use footway and cycletrack – Support As long as cyclists use it</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support As long as pedestrians have priority as they are primary users as in the hierarchy of users. NOT cyclists as it seems to be the thought of OCC</p>
<p>(o60) Local resident, (Oxford, Botley road)</p>	<p>General view – Partially support No comment apart from cycle path markings of the shared space for pedestrians and cycles</p> <p>Toucan crossing – Support Safety</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – Object This is dangerous for pedestrians. There should be a marked cycle path</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – Support</p>

	<p>Pedestrian safety is Important.</p>
<p>(o61) Local resident, (Oxford, Botley Road)</p>	<p>General view – Partially support The plans make no mention of lighting or any other provisions on the route which is essential as I am a woman and these other elements are very important to me. There is a clear lack of diversity of the design teams undertaking this design and the shown plans (which does not even have a north pointing arrow)</p> <p>Toucan crossing – Object I object to a humped toucan crossing on the Botley Rd between Mill St and Abbey Rd because it causes significant delay for pedestrians and cyclists. This route is always busy with both a mix of pedestrians and cyclists and there is a need for a clear prio</p> <p>Raised side road entry treatments – Partially support Support the raised side road entry treatments so long as they are all one continuous footway with priority for pedestrians and cyclists</p> <p>Shared use footway and cycletrack – Object There is a clear need for segregated footway and cycleway due to the sheer number of pedestrians and cyclists using this route everyday. This is only going to increase in the future when there is direct access to both entrances of the new railways station</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object all of these crossings need to be providing clear priority for pedestrians and cyclists through parallel crossings/sparrow crossings or zebra crossings. I walk here everyday and drivers never slow down and it is very risky/dangerous</p>
<p>(o62) Local resident, (Oxford, Botley Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support</p>

	<p>I am concerned that this makes it difficult for any cyclists or people using cycle delivery bikes (such as Pedal & Post or the Post Office) who might not want or be able to use the shared footway - perhaps because of a large number of pedestrians - and th</p> <p>Raised side road entry treatments – Partially support I think there might be additional noise for residents, but safer for pedestrians. Will this mean that cyclists using the shared footway will be able to go faster though?</p> <p>Shared use footway and cycletrack – Object Really object: I don't think it's safe for pedestrians, given the number of e-bikes in use for deliveries along this road. the bikes are very fast, and much heavier than normal bikes - and the delivery drivers using them won't want to slow down - they'll weave through. From the cyclists perspective, I think it's a bad idea too - you do get sudden crowds of people when a busy train has come in - and they'll have to stop cycling.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Yes, I think if you have any other sort of crossing it'll be even worse - BUT - I think if the traffic gets too bad after the introduction of the Bus Gates, you might need to rethink the one at the join of Botley Road and Frideswide Square.</p>
(o63) Local resident, (Oxford, Bridge Street)	<p>General view – Partially support</p> <p>Toucan crossing – No objection I have no opinion on this one, because I suspect that for practical purposes its effect will be similar to that of the current crossing.</p> <p>Raised side road entry treatments – No objection No opinion.</p> <p>Shared use footway and cycletrack – Object There are a lot of pedestrians and a lot of cyclists on this route; asking them to share a narrow space will lead to accidents and to delay for cyclists. Those two groups should in my view always be segregated.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection The crossing at the northern arm is currently in the wrong place, causing danger for cyclists and for pedestrians.</p>
<p>(o64) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Partially support An awful lot is being left to split second decisions of pedestrians and cyclists, CONTROLLED crossings would be better, of course, and certainly a lot more thought needs to be put into the separation between pedestrians and cyclists on shared footways.</p> <p>Toucan crossing – No objection This seems to be a worthwhile upgrade.</p> <p>Raised side road entry treatments – No objection This seems to be worthwhile.</p> <p>Shared use footway and cycletrack – Object The shared route is not that bad an idea, it is just the means of separation that is alarming, it is quoted in the plans that it will be surface markings and signage etc, THIS IS NOT ENOUGH to safely separate pedestrians from cyclists, it needs to be a more upright sturdy separation such as the small upright bollards with light reflectors that separate cyclists and cars on the B4150 Marston Road, if it can be done there, it can be done on the shared path at both sides of the A420, but close enough together to form an upright separation, THAT, would lessen the risk of accidents, as we all know, both pedestrians and cyclists on a shared path with mere markings where people are walking and chatting etc, and a moving metal form of movement going at even 2-3 miles an hour will result in accidents, all the versions of people walking along with cycles going past them on a shared path, which, let's face it, some of the cyclists will end up on the pedestrian part, as I have witnessed myself on the Osney Mead Industrial Estate, when there was nobody else about a cyclist was on the pedestrian part and I and a friend had to dive out of their way, so don't think that this won't happen here.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These sound, on paper, that they might work, but until we see it in operation, we won't know for sure, .</p>

<p>(o65) Local resident, (Oxford, Bushy Close)</p>	<p>General view – Partially support Yes it's a good idea to make active travel easier. But you must separate pedestrians from bikes and bikes from cars. This is a major commuting route and the amount of cyclists would make it unsafe for pedestrians, and the level of foot traffic from tourists and others coming out of the train station would make it impossible to bike safely through frideswides square. But please put in cycle infrastructure so I don't have to cycle with buses and cars under the bridge. It is far too unsafe.</p> <p>Toucan crossing – Support A toucan crossing will help people cross the road easier</p> <p>Raised side road entry treatments – Partially support I don't see how this will fit there if the pavement is already narrow</p> <p>Shared use footway and cycletrack – Object Cycle lane should be completely segregated from pedestrians. There are too many pedestrians either from the train station or walking in to Oxford that would need to interact with commuting cyclists. It's a recipe for disaster. Just make one side pedestrian and the other side for two way cycle traffic? Sounds like you are trying to push cyclists into pedestrian areas which is ridiculous. As a pedestrian I don't feel safe sharing a path with cyclists because half of them are ebike deliveroo guys going 20 mile an hour. Please just separate the pedestrians from cyclists, and cyclists from cars. I would cycle into town more often if I knew I could cycle in without having a car try to clip me off my bike, or have to deal with pedestrians with their headphones on just walking into my path.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Yes this is OK</p>
<p>(o66) Local resident, (Oxford, Cedar Road)</p>	<p>General view – Partially support As noted elsewhere, in my view (and presumably the view of the DfT) modifications to cycling infrastructure must be compliant with LTN 1/20. At present my interpretation of the proposals is that they are not fully compliant.</p> <p>Toucan crossing – Support A signalised crossing at this location seems sensible.</p>

	<p>Raised side road entry treatments – Support This should help enforce pedestrian priority.</p> <p>Shared use footway and cycletrack – Object Shared use footways are not compliant with summary principle 2 in section 1.6.1 of LTN 1/20 which states that "Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route." and also that "Shared use routes in streets with high pedestrian or cyclist flows should not be used." Botley Road is a route with both high pedestrian and high cyclist flows, and therefore shared use infrastructure is not appropriate. The segregated sections under the railway bridge are ok, but the shared use sections around the Abbey Road/Cripley Road/Mill Street/Frideswide Square junctions are not.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Need to find ways to clearly indicate pedestrian priority on the crossing points around the rail station junction.</p>
<p>(o67) As a business, (Oxford, Christ Church (Oxford University college)Philip)</p>	<p>General view – Partially support What is being proposed is not the safest option</p> <p>Toucan crossing – Support Improved safety</p> <p>Raised side road entry treatments – Support Improved safety</p> <p>Shared use footway and cycletrack – Partially support</p>

	<p>Shared pathways don't always work unless they are really wide and can be dangerous to both pedestrians and cyclists. Should have separate dedicated pedestrian and cyclist pathways.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These don't really work</p>
<p>(o68) Local resident, (Oxford, Denton Close)</p>	<p>General view – Partially support Do not, at any point, let cyclists and pedestrians share a walkway. This is so very unsafe - also because cars don't see cyclists that are on the pavement, and will simply turn left despite cyclists coming, for that reason. Put cyclists in clearly marked (preferably coloured red) cycle lanes, wide enough with enough space next to the cars, lorries and buses. Make sure this is not a gutter, but an actual cycle lane: Without potholes and bursts and ruptures in the road that our tyres can get caught in. There is enough space for it, and if Oxford truly wants to be a cycling city, it should have safe cycling lanes - not some kind of ineffectual line on a pavement.</p> <p>Toucan crossing – Support Any humped crossing is a good idea, because cars hardly even notice them otherwise.</p> <p>Raised side road entry treatments – Support Again, a raised side road entry is the only way that stops cars from accelerating towards the main road and not seeing cyclists coming.</p> <p>Shared use footway and cycletrack – Object I strongly OBJECT to this. I cycle on Botley Road every day, and especially from in front of Aldi until Botley I cycle on the shared use footway & cycle track, and it is the absolute WORST. Same for the other direction - in fact it is so bad from Botley to Aldi that I always just cycle in the road (bus lane): It is too unsafe for me to cycle 16 mph on the shared footway & cycle track, because pedestrians never keep to their side, or step into the cycle lane from the bus stop without looking. It is impossible! Cycle lanes should not be shared with pedestrians, it is insanely unsafe. If you want, I can provide video evidence of people stepping in front of my bike *constantly*. I've had so many near accidents that I never use that shared cycle lane anymore, much to the annoyance of the buses and cars - who then get aggressive with me, even while I have two kids on the back of my bike. In other words, I know that I am always unsafe while cycling on Botley Road, and I need to cycle the full length of this road every day. It is the worst. There should be a wide enough cycle lane, coloured clearly - preferably in red, without potholes and other road ruptures because of the</p>

	<p>heavy buses and poor repair. Oxford is not a cycling city until it is able to do so. I do not want to cycle on the pavement! Oh and that's another issue: By putting bikes on the pavement, bikes become invisible for cars. Whenever I go straight, and a car wants to turn left, do you think they see me? No, the only reason I have yet to be in an accident is because I start breaking in time: Cars don't see cyclists that are on the pavement! It is so insanely unsafe.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Raised is always better, because it makes the cars slow down and notice what is happening around them.</p>
(o69) Local resident, (Oxford, Earl Street)	<p>General view – Partially support I support most of the upgrades but I do not support the mixed footpath. We live in the real world and it just will not work.</p> <p>Toucan crossing – Support Good idea, will slow traffic down</p> <p>Raised side road entry treatments – Support Good idea slows traffic down makes it easier for pedestrians</p> <p>Shared use footway and cycletrack – Object I totally object to have shared footpaths people on foot and cyclists. It just does not work. You only need to look at Queens Street, Cornmarket Street, the shared footpath along the Botley Road. There are a majority of cyclists who just ignore the rules and regulations and I'm a cyclist.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Good idea should improve safety of pedestrians</p>
(o70) Local resident, (Oxford, Earl Street)	<p>General view – Partially support</p>

As I noted in more detail in responses to individual questions: it's a good step in the right direction, but these designs still do **not** encourage people to cycle and walk. Instead, these designs **still** put **cars** central, and fit pedestrians and cyclists around the car-focussed infrastructure.

There's a notable omission in this consultation: the designs of the segregated foot/cycle way that actually runs underneath the Botley Bridge. While I'm please to read in the description of the consultation that it contains "space for each user group demarcated through the use of surfacing materials, markings and signage", it does not contain any further detail. Please could you make sure the surfaces for cyclists and pedestrians are **clearly** separated by a difference in height and paving material (e.g. pavers for pedestrians and tarmac for cyclists). Don't rely on just a line of paint; that's equivalent to creating a shared use path. Here's a good example of how to do it right: <https://t.ly/7gkgt>. And here's a local example of how **not** to implement segregation: <https://t.ly/7Bbe1>.

Toucan crossing – **Partially support**

I support the plan to install a humped toucan crossing, but want to recognise this is **not** a suitable crossing for cyclists travelling westbound from out of town towards the new western entrance of the train station. The segregated westbound foot/cycle p

Raised side road entry treatments – **Partially support**

Love the raised side entry treatments, but it's **not enough**. Experience tells us that most drivers will simply push through — both when entering and when exiting side-roads. The change to the highway code will take another 10-20 years to properly settle

Shared use footway and cycletrack – **Object**

Shared use cycle/footway puts those on foot and on bikes at odds with each other. As a result, most cyclists will simply prefer to use the carriageway — to avoid conflict and danger. We've seen this throughout Oxford and elsewhere. It's yet another example of road users being prioritised, which is in complete contravention with the city and county's aims to promote active travel (and vision zero).

The new way of thinking is: design the walking and cycling infrastructure **first**, and then fit car usage around it. Not the other way around.

Introduce new crossing point – **Support**

Relocate existing crossing point – **Support**

Widen existing crossing point – **Support**

'-

<p>(o71) Member of public, (Oxford, Eynsham Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support A pedestrian crossing is important on this busy road and I feel a raised or humped crossing will aid in slowing traffic</p> <p>Raised side road entry treatments – No objection No comment on this</p> <p>Shared use footway and cycletrack – Partially support I cycle regularly on the shared cycle way on the Botley road and to be totally honest a shared space is dangerous pedestrians have crossed into the cycle path without looking on several occasions and it would be better if these could be separated if possible</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Nothing to add</p>
<p>(o72) Local resident, (Oxford, Eynsham road)</p>	<p>General view – Partially support The amount of time the redevelopment is taking is a joke, all traffic from Botley is just being diverted down other main roads into Oxford congesting them... speed it up and the public might actually see some sense in what is being done</p> <p>Toucan crossing – Support Humped toucan crossing will be useful in times of congestion in which the Botley road usually suffers</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – No objection Clear signage needed for the shared cycle path as cyclists will continue to use the road otherwise</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection</p>

	<p>Widen existing crossing point – No objection No objection</p>
<p>(o73) Local resident, (Oxford, Ferry Hinksey Road)</p>	<p>General view – Partially support No point in objecting really as OCC refuse to take any notice of the opinions of Oxford residents - disgraceful</p> <p>Toucan crossing – Partially support How will cyclists be encouraged to stop</p> <p>Raised side road entry treatments – No objection Hopefully prevent speeding into residential roads</p> <p>Shared use footway and cycletrack – Object From my own experience, cyclists and scooters weave through pedestrians making it very unsafe. We have already put up with shared space through the tunnel for over a year now and I know quite a few people who have been clipped by cyclists who have refused to dismount</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I still think they should be controlled crossing points</p>
<p>(o74) Local resident, (Oxford, Heatley Way)</p>	<p>General view – Partially support You do not have my full support because I am extremely concerned about the shared use cycle/pedestrianised proposal under the railway bridge. Furthermore, you have missed an opportunity to create integrated infrastructure by between Abbey Road and Cripsey Road, so it will continue to be substandard, much like the rest of cycling provision from Botley Road from the west/east.</p> <p>Toucan crossing – Support Please make it clear to all road users that toucan crossings do not require cyclists to dismount</p> <p>Raised side road entry treatments – Partially support</p>

	<p>I partially support this, provided it is clear that it is clear that without the current provision of a planned cycle lane, motorists will need to approach slowly so as to avoid collisions with other road users.</p> <p>Shared use footway and cycletrack – Object Shared use footways and cycletracks separated by paint alone simply do not work. Paint is not infrastructure. Pedestrians walk in cycle lanes. This is a wonderful opportunity to create some decent infrastructure for pedestrians/cyclists, but shared use is not the way to go here. Bollards, different coloured/textured surfaces to make it clear that they are separate, not shared.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support Uncontrolled crossing points are inaccessible to disabled/impaired/elderly people. Either create a crossing point, or do not, not some weird guessing game as to whether it is safe to cross.</p>
<p>(o75) Local resident, (Oxford, Helen road)</p>	<p>General view – Partially support The disruption to movement along botley road and Roger dudman way has been challenging.. but made more so by the number of motorbikes allowed through</p> <p>Toucan crossing – Partially support Need diagrams</p> <p>Raised side road entry treatments – Partially support Need diagrams</p> <p>Shared use footway and cycletrack – Partially support Need diagrams of proposals</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Clearly need protected space..not to include motorbikes</p>

<p>(o76) Local resident, (Oxford, Helen Road)</p>	<p>General view – Partially support I support the widening of the footways and cycle-tracks on either side of the bridge. These have been badly needed to accommodate the actual amount of foot and cycle traffic under the bridge. However, as per my previous comments, I object in the strongest terms to the introduction of stretches of shared use areas for pedestrians and cyclists, and also feel not convinced that in the proposed segregated footway/cycleway stretches of the road the segregation will be evident enough to prevent pedestrians from walking onto the cycleways. From my experience with the segregated footway/cycleways on the pavements up on the Botley Road most pedestrians do not register the existence of a separate cycleway even if indicated by a line and painted signs: I would invite consideration of a physical separation such as regular posts to ensure that pedestrians do not step on the cycleway (and to stop cycles from encroaching on the pedestrian areas).</p> <p>Toucan crossing – Object I object to the toucan crossing because I object to the shared-use footway between Abbey and Cripsey Road. I cannot stress enough how important it is to have a smooth transition for cyclists from using the road and the segregated foot-/cycleway. It is far</p> <p>Raised side road entry treatments – No objection I don't have an objection to the raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the Botley Road.</p> <p>Shared use footway and cycletrack – Object I object strongly to the shared use footway and cycletrack on both sides of the Botley Road between the junctions with Abbey Road and Frideswide Square. I am a local resident and cycle along this stretch of road everyday commuting into and out of the city centre. I have ample experience with shared use footway and cycletracks in Oxford and have found them dangerous and incredibly cumbersome: cyclespeed has to be significantly reduced in the shared use footway and cycletracks areas; pedestrians are often not aware of bicycles behind them and there is a danger of them stepping unexpectedly into the way of the bicycle. This is the main commuting route into and out of the centre and to the train station and very busy: making pedestrians and cycles share a pavement in essence forces cyclists to dismount and walk. Oxford calls itself a cycling city, and cycling should be encouraged and enabled rather than made more difficult and potentially hazardous for cyclists and pedestrians. There is a unique opportunity here to create the safest, smoothest, and most efficient tracks for pedestrians and cycles in Oxford: the proposal of making them share the same part of pavement has the opposite effect, and would significantly worsen the cycle and walking experience for cycles and pedestrians on this stretch of road.</p>
---	---

	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I have no objections to the proposed amendments to raised uncontrolled crossing points in the area.</p>
<p>(o77) Local resident, (Oxford, Henry)</p>	<p>General view – Partially support The key issue is to not oblige cyclists and pedestrians to be on the same level. Overall planning these days very helpfully, tries to separate motorists from cyclists, but it is completely wrong to do so at the expense of pedestrians. Pedestrians are the primary form of human locomotion! They are the most vulnerable and need to be the most protected therefore.</p> <p>Toucan crossing – Object Humped toucan ? What is it? Picture would be worth 1000 words</p> <p>Raised side road entry treatments – Object Don't know It's not showing as an option there and I don't really understand the question</p> <p>Shared use footway and cycletrack – Object As a 100% pedestrian have had many near misses with cycles on the Botley Rd area . I would much prefer bikes to be on a cycle lane shared with the road. Being a pedestrian Who is obliged to share the footpath creates constant vigilance and anxiety. Cyclists with their speeds and wobbles are much better on separate lanes with at least a curb protecting pedestrians</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Junctions that have “northern and Southern arms” sound like a robotic planner language to me. Much better to have a photo showing what is meant.</p>
<p>(o78) Local resident, (Oxford, Henry Road)</p>	<p>General view – Partially support The cyclist/pedestrian interaction is not well resolved.</p> <p>Toucan crossing – Partially support</p>

	<p>A Toucan crossing is a good idea given the large flows of pedestrians, cyclists and motor traffic. I do not understand however, why isn't the crossing aligned with (linking) Mill St and Cripsey Rd. This would make much more sense psychologically instead</p> <p>Raised side road entry treatments – Support Raised side road entries should be countywide standard.</p> <p>Shared use footway and cycletrack – Object Cyclists should join motor traffic on the carriageway to avoid conflicts. This would be in line with LTBN 1/20 as motor traffic will be 20 mph and the cyclist flows are very high.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support No comments.</p>
<p>(o79) Local resident, (Oxford, Hill View Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support I don't really like cycles mixing with pedestrians as a minority of cyclists seem to have little regard for their potential impact on pedestrians</p> <p>Raised side road entry treatments – Object I don't see a need</p> <p>Shared use footway and cycletrack – Partially support If it is made very clear that cycles should use one of the tracks and pedestrians the other, then that would be OK</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection no objection</p>

<p>(o80) Member of public, (Oxford, Home Close)</p>	<p>General view – Partially support It is not clear what is proposed, and this is a mess of a consultation.</p> <p>Toucan crossing – Support '-</p> <p>Raised side road entry treatments – Support '-</p> <p>Shared use footway and cycletrack – Partially support The documentation is totally unclear on what is proposed: what's the point of a consultation if the proposal is so unclear? The PDF plan has both the text "Segregated footway/cycleway", and "4m wide shared path". This document has "shared use footway & cycletrack" but the survey webpage has "segregated footway/cycleway". I support a segregated footway/cycleway. I do not support a shared footway/cycleway, which would be a bad idea in this busy location.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object it is not clear whether vulnerable road users or vehicles have priority, which makes the crossings risky for vulnerable road users</p>
<p>(o81) Local resident, (Oxford, Lamarsh Road)</p>	<p>General view – Partially support It feels like it isn't fully integrated with the wider area, this may be a problem for the local council rather than Network Rail though.</p> <p>Toucan crossing – Partially support It feels a fair distance from the bridge, would people actually use it?</p> <p>Raised side road entry treatments – No objection no opinion</p>

	<p>Shared use footway and cycletrack – Object Shared routes inevitably cause conflict & confusion. They seem very common, but I find that cyclists frequently avoid using them due to pedestrians walking in the cycle path so I'd expect a high proportion of cyclists to simply stay in the road. At a bare minimum the cycle path must be painted a different colour with a raised divider, but even that doesn't seem to be sufficient further out on Botley road so a properly divided (and therefore wider) tunnel would be much more likely to actually be used by cyclists.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Why bother raising them.</p>
(o82) Local resident, (Oxford, Linton Road)	<p>General view – Partially support As elsewhere in the city, shared pedestrian/cycle arrangements tend not to work. As a pedestrian I often feel unsafe as cyclists tend not to respect the division between footpath and cycle track. This has been amply demonstrated by the failure of cyclists to dismount as required when using the tunnels during the period of the work despite the requirement to do so. Pedestrians as the most vulnerable road users need better protection than is afforded by these shared spaces.</p> <p>Toucan crossing – No objection No objection</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object As elsewhere in the city, shared pedestrian/cycle arrangements tend not to work. As a pedestrian I often feel unsafe as cyclists tend not to respect the division between footpath and cycle track. This has been amply demonstrated by the failure of cyclists to dismount as required when using the tunnels during the period of the work despite the requirement to do so. Pedestrians as the most vulnerable road users need better protection than is afforded by these shared spaces.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection</p>

	<p>Widen existing crossing point – No objection No objection</p>
<p>(o83) Local resident, (oxford, magdalen road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support I'm not sure what the gradient on the Magdalen Road speed tables is, but that's what you should be aiming for here. They're steep, vicious, and REALLY effective at slowing cars down (the second time they drive through).</p> <p>Raised side road entry treatments – Support These work well along Iffley Road.</p> <p>Shared use footway and cycletrack – Object Please segregate. Shared use is hellish for both cyclists and pedestrians.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No further comments</p>
<p>(o84) Local resident, (Oxford, Mill Street)</p>	<p>General view – Partially support The residents are not being taken into account. We have suffered for a very long time now.</p> <p>Toucan crossing – No objection For a year I've been forced to take a taxi to see my GP at a cost of 50 pounds a throw, more if I have to take a taxi to the John Radcliffe hospital.</p> <p>Raised side road entry treatments – Partially support It's all very unclear. Old people have difficulties as it is.</p> <p>Shared use footway and cycletrack – Support No comment.</p>

	<p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Support No comment.</p>
<p>(o85) Local resident, (Oxford, Mill Street)</p>	<p>General view – Partially support Subject to previous comments</p> <p>Toucan crossing – No objection it seems to be a sensible approach. In all situations involving shared space, i.e. pedestrians and cyclists - do we mean pedal cyclists or can this include electric bikes and scooters? I would like to see a strict hierarchy of users i.e. pedestrians, then</p> <p>Raised side road entry treatments – No objection Best approach for junctions</p> <p>Shared use footway and cycletrack – Partially support this goes back to my first answer regarding the hierarchy and sufficiently protecting the pedestrian on foot. Should there be speed limits for cyclists and motorised electric bikes, scooters and mobility scooters i.e. average walking speed?</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support I accept the benefits of raised crossing points. One question - will this help to manage the current drainage issues at most pedestrian crossing points in Oxford where the drainage clearly hasn't been maintained sufficiently and doesn't work with any degree of rain beyond light rain?</p>
<p>(o86) Local resident, (Oxford, No thanks)</p>	<p>General view – Partially support The description of the proposed changes was almost deliberately obtuse. Why weren't there clear diagrams or maps? This made it really hard to answer these questions. It's a poor quality survey because of this.</p> <p>Toucan crossing – No objection</p>

	<p>This seems sensible</p> <p>Raised side road entry treatments – No objection Seems sensible</p> <p>Shared use footway and cycletrack – Object This is a really busy bit of road, and will be the only way for cars to access the station and Westgate Centre without going through a bus gates. It's also incredibly busy for pedestrians and bikes, including electric delivery bikes. Pedestrians should be clearly segregated from all bikes. However, I like that there will be cycle track going both ways, segregated from the road.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection</p>
<p>(o87) Local resident, (Oxford, Pinnocks Way)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Don't think it needs to be humped</p> <p>Raised side road entry treatments – No objection N/A</p> <p>Shared use footway and cycletrack – Object Dangerous for pedestrians as bicyclists and electric scooters are too fast and do not take pedestrian safety into account. Please use one side of road for these vehicles and other side for pedestrians only.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>

<p>(o88) Local resident, (Oxford, Pinnocks Way)</p>	<p>General view – Partially support It is really not clear how bikes are supposed to navigate this stretch. How will they join the shared footway and rejoin the carriageway at the end of it safely? The plans are extremely unclear on that issue, the red and green lines are absolutely useless on that issue.</p> <p>Toucan crossing – No objection I don't care</p> <p>Raised side road entry treatments – Object How are bikes supposed to get across these? This is really not made clear in the proposal.</p> <p>Shared use footway and cycletrack – Support Sounds good</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Whatevs</p>
<p>(o89) Local resident, (Oxford, Quarry High Street)</p>	<p>General view – Partially support I would like assurance of footways and cycleways being wide enough for no conflict between groups, including cmfor adapted or cargo cycles. I would like cycleways to adhere to best practice of being continuous (ie minimising change of level, which the side road raising helps, and minimising lateral movement including through the tunnels), coloured to aid visual cues to drivers to slow down. I would also like footways to adhere to best practice of being unobstructed, flat and use Dutch kerbs rather than dropped kerbs as this is shown to be more comfortable and facilitate pedestrians walking and wheeling.</p> <p>Toucan crossing – Support Speed controls safer for pedestrians</p> <p>Raised side road entry treatments – Support Speed controls safer for pedestrians and cyclists</p>

	<p>Shared use footway and cycletrack – Partially support I would like this to be wide enough to segregate Nd comply with LTN1/20</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Speed controls safer for pedestrians</p>
(o90) Local resident, (Oxford, Riverside Road)	<p>General view – Partially support See previous comments</p> <p>Toucan crossing – No objection Anything which slows traffic down is a good idea</p> <p>Raised side road entry treatments – No objection These do not affect me</p> <p>Shared use footway and cycletrack – Object I think sharing footways with cyclists is a very bad idea. Many have no consideration for pedestrians, do not slow down/ring bells etc and seem to think that they have priority over us. They are often very frightening when they ride past at speed. Keep them as far away as possible.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Do not think these will cause me any problems</p>
(o91) Local resident, (Oxford, Riverside Road)	<p>General view – Partially support I couldn't see where to comment on the segregated pedestrian and/cyclist sections of the scheme - to which I have objections - so I have included my objections and suggestions in my response to the the section of this form on the shared use</p>

<p>Toucan crossing – No objection No comments</p> <p>Raised side road entry treatments – No objection No comments</p> <p>Shared use footway and cycletrack – Object Objection to proposed pedestrians/cyclists access arrangements as part of Station Development I have lived in Riverside Road for nearly 10 years and regularly walk to and from the centre of Oxford. I also walk to/from Riverside Road to Elms Parade/West Way at Botley. I therefore have extensive experience as a pedestrian of using shared/segregated paths for cyclists/pedestrians both before and during the ongoing station development works. I object most strongly to any access shared between pedestrians and cyclists and also object to the current proposals for access under the new tunnels under the railway for segregated access between pedestrians and cyclists. My reasons and suggestions are set out below.</p> <p>1 Shared Access This concept might seem OK on a plan but in practice this does not work and it is a dangerous space for pedestrians (and to a lesser extent for cyclists). Traffic engineers classify users as: road users/cyclists/and pedestrian and the hierarchy of risk regards pedestrians as the highest risk group with cyclists as the second most at risk. [Horse riders are another group of users but are not relevant in the context of this consultation. I assume that electric bikes and electric scooters (both legal and illegal) are classified as ‘cyclists’. Their use of shared and segregated cycle paths increases the risk to pedestrians and non-electric bicycles and scooters and so I have not addressed them separately.] Unfortunately very few cyclists understand the risk they pose to pedestrians (and other cyclists). Many of them seem to be unaware of the risk that cars represent to them and/or are unaware of their own responsibility to mitigate that risk. I regularly encounter cyclists without lights or helmet and wearing dark clothes with no reflective clothing and accessories. Cyclists riding while wearing headphones and using mobile phones is also very common. Bicycles with a bell are a very rare sight indeed. The idea of putting cyclists, many of whom are irresponsible users on the same space as pedestrians is in practice a very high risk for pedestrians. Examples of poor behaviour have been heightened by the use of the shared ‘on foot’ tunnel under the bridge during the station works. A significant minority of cyclists do not dismount and push their bikes but insist on riding them amongst the pedestrians (and other cyclists who are pushing their bikes). The concept of ‘shared space’ is often interpreted by most cyclists as meaning that they have the right to cycle even if the conditions make it unreasonable/dangerous to do so.</p>

There is clearly a risk to pedestrians of a collision with a bike. Cyclists rely on their riding skills to 'weave' round pedestrians but do not seem to consider the possibility that a pedestrian might change course or even just 'lean' to one side of their trajectory as they walk. This potential for collision is exacerbated by the fact that the cyclists are travelling faster (sometimes much faster) than pedestrians and so the pedestrian is usually unaware of the approaching danger if it is to the side or rear.

2 Segregated Access

This approach might be thought to resolve all the problems noted above for Shared Access. Unfortunately that is not the case. A 2m wide path marked for pedestrians and a separate one for cyclists but adjacent to it still pose several of the same risks. On a segregated path cyclist can travel faster than on a shared path and there is even less warning of a bike approaching until it 'whooshes' past very close by. Even with no collision it is quite scary and can severely startle the pedestrian. The consequences of even slightly overhanging or having the bike and pedestrian close to the edge of their designated path might actually be greater than a collision on a shared path would be. Although 2m might seem wide enough for a pedestrian and cyclist to stay well within their own space that is before taking into account bends on the pathway and wider users ie in the case of pedestrians there can also be 'buggies' and in the case of bikes cargo bikes, and pedestrians and cyclists might want to overtake other legitimate users in their designated space. It is also necessary to take account of two way 'traffic'. Although the existing cycle lanes on the Botley Road are marked as one-way it is common to find them used in both directions.

3 Suggestions

It is clear that I strongly oppose shared space and even adjacent segregated space for cyclist and pedestrians. I have a suggestion for each of these types of space. I do not think these will resolve all the problems I have highlighted but might mitigate some of them. These suggestions would bring other issues in to play which I do not propose to address but recognise that they exist and will need to be considered by the designers.

Segregated access under bridge

The current proposal is on each side 2m for pedestrians and 2m for cyclists.

Please consider putting both cycle paths in one tunnel - 2m in each direction – and 2 x 2m pedestrian access in the other tunnel – 2m in each direction could also be sensible here.

Shared access

Currently pedestrian access is two-way on each side of the road and designated one-way on each side of the road. One of the greatest risks for pedestrians is not being aware of a bike approaching from behind. Designating a 'preferred direction' for the pedestrian paths on each side of the Botley Road marked in the opposite direction to the designated direction for the cycle path on each side would perhaps be worth considering. This might cause some inconvenience for pedestrians and would not deal with cyclists riding the 'wrong' way on their path but might help a little.

	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No comments</p>
<p>(o92) Local resident, (Oxford, Riverside Road)</p>	<p>General view – Partially support Need to consider traffic flow in the area, speed limits, safe right-hand turns for cyclists. These don't seem to have been addressed in the current plans. Not clear if there is going to be a footbridge from the south to north side of Botley Road, on the east side of station as there currently is. Plans seem to indicate that there isn't. Important to retain this crossing.</p> <p>Toucan crossing – No objection No objection - new crossing is close to where existing crossing is. Plans state that crossing is raised but it is not clear whether it is raised above the carriageway/table. Are there going to be drainage issues?</p> <p>Raised side road entry treatments – No objection would be even better if ramp was higher to slow down traffic turning into the roads</p> <p>Shared use footway and cycletrack – Partially support Supportive of shared use footway/cycletrack under bridge although it would be better if there were a physical separation of footway and cycle track. This would be safer for pedestrians. But not supportive of the shared track west of Cripsey Road. The track is not wide enough (on either side of the road) for this purpose.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support There should also be an uncontrolled, raised crossing point on the eastern corner of mill street/Botley Road to allow pedestrians to go into/out of the station entrance on the west side. Need to restrict speed limit at junctions around the railway bridge. These are dangerous junctions. Should slow the traffic down - max 20 - in that area. Also, consider how cyclists will turn right out of the Roger Dudman Way/Cripsey Road safely.</p>

<p>(o93) Local resident, (oxford, sermon cls)</p>	<p>General view – Partially support Cyclists should not share spaces with pedestrians</p> <p>Toucan crossing – Partially support na</p> <p>Raised side road entry treatments – Partially support na</p> <p>Shared use footway and cycletrack – Object As we know cyclists and pedestrians do not share well with pedestrians suffering from faster space users</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support na</p>
<p>(o94) Local resident, (Oxford, South Street)</p>	<p>General view – Partially support It is completely unclear how a cyclist rejoins the road when they leave the shared use path - on Botley Rd at Mill St when going west or at the roundabout when going east. How do bike using the shared use path get safely back into the flow of traffic? There is no indication of how this is supposed to work either in the text or in the graphic.</p> <p>Toucan crossing – No objection I have no objection to this</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Partially support I'm unclear how cyclists rejoin the traffic flow on Botley Rd (going west) or the roundabout by Beckett St (going east) when they exit the shared use paths</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support Should be helpful pedestrians</p>
<p>(o95) Local resident, (Oxford, South Street)</p>	<p>General view – Partially support To be usable there has to be a seamless way for cyclists to leave the road and join the paths through the tunnel, and vice versa. This is not the case in the current plans. In addition the segregated path through the tunnel must be segregated by a barrier, not just lines painted on the path. Pedestrians do not observe these, which then means cyclists have to weave around them.</p> <p>Toucan crossing – No objection</p> <p>We need to retain a proper crossing here</p> <p>Raised side road entry treatments – No objection Seems ok</p> <p>Shared use footway and cycletrack – Partially support It's very unclear how cyclists will join and leave this cycle way. At present the 'cycle paths' in Frideswide's Square have no way for bikes to re-enter the traffic and are therefore little used and dangerous when used. There has to be a speedy, safe and smooth way for cyclists to stay on their bikes as they leave the road and rejoin it. How will this work? It also looks as though they will have to give way to cars where side roads cross the cycle paths, while also contending with pedestrians. This is dangerous - it is impossible to look eight ways at once.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Minor changes which seem ok</p>
<p>(o96) Local resident, (Oxford, South street)</p>	<p>General view – Partially support Cyclists and pedestrians should both be given more physically separated space into and out of the station.</p> <p>Toucan crossing – No objection</p>

	<p>Seems fine</p> <p>Raised side road entry treatments – No objection Giod</p> <p>Shared use footway and cycletrack – Partially support I support a cycle way but please make this physically segregated from the pedestrian path and the main road. Oxford needs to have more physically segregated cycling infrastructure.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These uncontrolled crossings are ignored by drivers particularly taxis coming out of the station. I would support proper pelican/zebra crossings and/or traffic lights coming out of the station.</p>
<p>(o97) Member of public, (Oxford, Southfield Park)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Upgrading pelican crossings to toucan crossings is generally sensible, as long as there is sufficient width for a shared-use pavement - in particular, removing or relocating street furniture.</p> <p>Raised side road entry treatments – Partially support These must be full continuous pavements, in line with the County Council's stated commitment that pedestrians are at the top of the hierarchy of transport users. This means not only raised level with the pavement on either side, but laid and coloured as</p> <p>Shared use footway and cycletrack – Partially support The cycle path along Botley Road is a mess, appearing and disappearing, moving on and off the pavement, apparently at random. If this stretch is to be shared-use, it needs to have clear provision for cyclists who may choose to use the road, as well as clear markings for cyclists who are moving between the path and the road. In particular, there must be clear signage for drivers that cyclists take priority when joining or cycling on the road.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I often cross the northern arm of this junction on foot when using the railway station.</p>
<p>(o98) Member of public, (Oxford, Southfield Rd)</p>	<p>General view – Partially support It could be more pedestrian friendly with more priority points for pedestrians vs car traffic</p> <p>Toucan crossing – Partially support Should be zebra crossing to have priority for both pedestrians/cyclists at any time</p> <p>Raised side road entry treatments – Partially support Should have zebra crossing or similar design to have priority for both pedestrians/cyclists at any time</p> <p>Shared use footway and cycletrack – Support '-</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support All crossings in that area should be redesigned to have zebra crossing or similar design to have priority for both pedestrians/cyclists at any time</p>
<p>(o99) Local resident, (Oxford, Stanton Road)</p>	<p>General view – Partially support I strongly object to shared use foot/cycle ways</p> <p>Toucan crossing – Support The raised crossing makes it clearer</p> <p>Raised side road entry treatments – No objection Seems neutral</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Strongly object because cyclists do not know how to 'share' they just take over and make these unsafe. Many accidents occur but do not get logged in police figures.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Neutral</p>
<p>(o100) Member of public, (Oxford, Stapleton Road)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Like all examples of new road designs in Oxford, there has been very little consideration given to the transition between on-road and off-road cycle provision. Continuous provision of cycling infrastructure must be considered at all points of the design i</p> <p>Raised side road entry treatments – Object As previous comment - these junctions are poorly implemented as currently done in Oxford. There are better examples in other UK cities e.g. these junctions implemented in Cardiff: https://www.walesonline.co.uk/news/wales-news/continuous-footway-cardiff-co</p> <p>Shared use footway and cycletrack – Partially support The transition between cycle track and road is sub-standard in current proposals - see earlier comment. This applies on both east and west sides of the rail bridge. Consider - how is someone cycling into town supposed to use the underpass and then end up cycling toward Hythe Bridge Street? The current design turns the underpass toward the station. A cyclist would either have to rejoin the carriage way haphazardly, cross the raised table and end up on the pavement outside the Said Business School, or (as will likely be common), just stay on the main carriage way all the way under the rail bridge. Poor infrastructure design like this leads to additional conflict points between different modes of transport.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support</p>

	<p>As before - these must be implemented with correct design. There is no current good example in Oxford. Other cities manage to implement continuous crossings better. More examples of better design can be found here: https://robertweetman.wordpress.com/2018/11/13/design-details-1/</p>
<p>(o101) Local resident, (Oxford, Stratford Street)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support The toucan crossing should in my view be on the East of Cripsey Road in order to support those leaving the station from the new Western entrance and wanting to immediately cross the road, to avoid also having to cross Cripsey road first and double back. T</p> <p>Raised side road entry treatments – Partially support Please ensure these treatments are designed as true continuous footways (see https://robertweetman.wordpress.com/2018/11/13/design-details-1/) with unbroken cycle and pedestrian links, with cars having lowest priority, unlike the current offerings on Iffl</p> <p>Shared use footway and cycletrack – Partially support It is unclear whether cyclists are supposed to continue on the road or on the shared use pavement West of the toucan crossing. For safety of pedestrians, it would be better to continue clear segregation of cyclists from pedestrians and from traffic all the way past Osney Bridge which is the next active travel bottleneck. This can be done either on the pavement (as proposed under the bridge) or on a segregated cycle route on the road. If this means narrowing the roadway to minimum width that should be done, the current cycle lanes here are essentially useless as they are so narrow.</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object These should be controlled crossings with clear priority to pedestrians and cyclists. The buff coloured crossings here at the moment are confusing to everyone with no clear rights of way often leading to conflict between motor vehicles and those on foot or bike. They are difficult and anxiety-inducing to cross as a pedestrian because it is not clear which drivers might stop for you and which might go straight through because they believe they have priority.</p>

<p>(o102) Member of public, (Oxford, Sunningwell Road)</p>	<p>General view – Partially support Anything which improves the infrastructure for pedestrians is welcome.</p> <p>Toucan crossing – Support No further comment</p> <p>Raised side road entry treatments – Support No further comment</p> <p>Shared use footway and cycletrack – Object It is never a good idea to introduce shared use footways and cycletracks. It always puts pedestrians at a disadvantage.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No further comment.</p>
<p>(o103) Local resident, (Oxford, Swan Street)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support A crossing is necessary here and a toucan one seems appropriate</p> <p>Raised side road entry treatments – Support This is necessary to ensure cars slow as they enter the side roads</p> <p>Shared use footway and cycletrack – Object As a cyclist, I firmly believe that shared footway/cycletracks are problematic. In my experience, it is impossible for pedestrians and cyclists to communicate while using these shared spaces, and since pedestrians and cyclists travel at vastly different speeds, it is extremely difficult for cyclists to overtake safely and nerve-wracking for pedestrians to always be on the look-out for bicycles. It is preferable for both to separate the lanes, so that there is clarity about who has priority in which space.</p>

	<p>Furthermore, with the Botley Road as one of the main arteries to/from the city, it is in constant use by both commuters and recreational cyclists. Having a portion of shared footway/cycletracks between the designated cycle lanes further west along Botley Road and at the new railway bridge would cause a bottle-neck for cyclists, and will inevitably lead to either irritated cyclists, or cyclists being forced to use the road (especially at rush hours, when the number of pedestrians, cyclists, and cars is higher).</p> <p>The cycling conditions along the Botley Road are dire overall: the road is too narrow to accommodate a protected cycle lane of appropriate width so wide cars, buses and lorries frequently stray into the unprotected bike lane, and the lane itself is terribly uneven and strewn with potholes, so it is really treacherous. Every possible move towards wider, protected cycle lanes throughout the city should be taken.</p> <p>Possibly the most dangerous part of the Botley Road for cyclists is Osney Bridge. For years, impatient cars have dangerously overtaken cyclists on the bridge, even though they cannot see the oncoming traffic until it is too late. A protected cycle lane - ideally unbroken from the city centre all the way along the A420 - is the only way to ensure that a terrible accident does not take place here. With the reduced width of the road in its current state (due to the incredibly slow repairs to the water pipe), Osney Bridge is even more dangerous than before.</p> <p>The council should be trying to encourage cycling in Oxford, and the best way to do that is to show that cycling in Oxford is safe, which unfortunately it is not at the moment. Otherwise, we will continue to have streams of cars funnelled into the city centre along the Botley Road (which is almost understandable given that buses cannot be reliably on time if they are also stuck in the same traffic...), and Oxford will never truly be the 'cycling city' it claims to be.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Raising these uncontrolled crossing points should hopefully encourage all traffic to slow and allow pedestrians and cyclists to cross</p>
(o104) Local resident, (Oxford, West Street)	<p>General view – Partially support</p> <p>as mentioned, my main objection is the currently non segregated cyclist/pedestrian tunnels. These have to be absolutely and clearly segregated by more than just markings which everyone will ignore.</p> <p>Another part that is not clear to me is how the cycle paths on both sides of the bridge will re-enter the traffic. As i mentioned, cyclist will only use these, if they are not stopped from moving. Currently there seems no plan for how the cycle paths re-enter the normal road/traffic. These should not be via stopping and entering, but the cycle paths should</p>

	<p>be segregated when entering the road for a few meters, so that cyclists can continue their normal way without needing to stop. this is required on both sides of the bridge and in both directions</p> <p>Toucan crossing – Partially support I am cycling every day at least 2x underneath the Botley Road train bridge on my way to work. So I consider myself a heavy user of this bottle neck as it is my connection to and from work as well as to and from the city centre for my leisure activities. I</p> <p>Raised side road entry treatments – Support seems a sensible option to prevent cars from dashing into the main road</p> <p>Shared use footway and cycletrack – Object I wholeheartedly object the plans to have shared cycle/footways. As both a cyclist and pedestrian, I know this will undoubtedly lead to issues. Whereas 4m sounds like a wide tunnel, it is actually not as wide. For instance, 2 pedestrians walking side by side and 1 cycle passing will already be challenging. As a cyclist, i know how dangerous the underpass is, and a tunnel would be very welcome. however if that means that cyclists have to slow down, and balance around pedestrians, then they will not use it (i won't!). So that then defeats the whole idea of a safer cycling environment. as a pedestrian, i know i will be walking with my friends side by side, and i will be annoyed at the fast cyclists passing us. The current design will most certainly create tensions. I very strongly suggest that the cycling and pedestrian pathways are Completely segregated, not only with markings, but with e.g., raised borders, or poles (see for instance on Warneford Lane?). This segregation should be narrow, but very effective so that cyclists are not deviating to the pedestrian side and also pedestrians are not tempted to cross to the cycle side. too low a kerb will likely mean pedestrians will still be tempted to use the cycle path. I feel very strongly about this. thank you for considering.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support NA</p>
(o105) Local resident, (Oxford, West Street)	General view – Partially support

	<p>I support the promotion of cyclist safety and the encouragement of cycling as a mode of transportation over driving. Having cyclists mentioned explicitly is a welcome gesture. However, I object to the proposed implementation because it lacks clear segregation between the carriage way, footpath, and cyclist tracks throughout its entire length. Cyclists are either mixed with pedestrians, posing a safety risk to both pedestrians and cyclists, or they are mixed with road traffic, which poses a safety risk to cyclists.</p> <p>Toucan crossing – No objection Any clearly marked road crossing is good.</p> <p>Raised side road entry treatments – No objection No view either way</p> <p>Shared use footway and cycletrack – Object I have two main concerns regarding the proposal for a shared-use footway and cycletrack: 1. Pedestrians may inadvertently encroach upon the path of cyclists, posing a safety risk. This has been observed on Ferry Hinksey Road, which experiences less foot traffic compared to the proposed location. I support a segregated footway and cycletrack with clear built-up demarcation to enhance safety but object to the shared use proposal. 2. The plan lacks designated entry and exit points for cyclists. When traveling eastward, the western entrance does not provide a dedicated cycle-only entry, and the eastern exit does not offer a safe re-entry into traffic—it appears to lead into a shared footway, it should lead into a safe entry into the roundabout traffic. Similar issues are present when traveling westward. These concerns may lead cyclists to disregard the shared path altogether and opt for the carriageway, which cannot be the intended purpose of the proposal. I support the clear statement of "pedal" cyclists.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view either way.</p>
(o106) Local resident, (Oxford, West Street)	<p>General view – Partially support</p> <p>Toucan crossing – Partially support</p>

	<p>Without being able to see how the toucan crossing will work, it is difficult to back it 100%, but I am in favour of any measure that increases the safety of all road users.</p> <p>Raised side road entry treatments – Partially support See above.</p> <p>Shared use footway and cycletrack – Partially support Although the footpath/cycleway is a broad space, I am strongly against the space being shared by both types of user. Sharing the space between them greatly increases the potential for accidents, whether there are lines drawn to demarcated the space or not.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Increased crossing points should increase pedestrian safety.</p>
(o107) Local resident, (oxford, western road)	<p>General view – Partially support the objectives for the scheme regarding active travel are nowhere near as good as they should be. Standards are not met, eg the 4m width of the tunnel, meaning usable width is 3m or less, it would seem that Nnetwork Rail are blind to their passengers and their various means of transport.</p> <p>Toucan crossing – Object too many unresolved details in this plan.</p> <p>Raised side road entry treatments – Partially support The Oxon SRETs are not in conformance with guidance and need to be certain thatthey are up to date - LTN1/20</p> <p>Shared use footway and cycletrack – Partially support \$m between uprights is limiting the path, mixed use and two-way, I fear its not enough</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Partially support Widen existing crossing point – Support</p>

	<p>I don't believe the northern crossing point is good enough, the existing is bad, in not aligning with the station ramp, this is what needs to happen. Two may be needed.</p>
<p>(o108) Local resident, (Oxford, Woodstock Road)</p>	<p>General view – Partially support Beneath the railway, cyclists and pedestrians should be completely separated, not having a shared space. Too many concessions are made to cyclists, not enough to pedestrians. Many elderly pedestrians no longer cycle and feel intimidated by Lycra clad speeding cyclists.</p> <p>Toucan crossing – Partially support .</p> <p>Raised side road entry treatments – Partially support .</p> <p>Shared use footway and cycletrack – Object I am tired of cyclists thinking they own all the shared space and forcing pedestrians out of their way. Cyclists and pedestrians should be completely separated - with cyclists using the roadway.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support .</p>
<p>(o109) Local resident, (Oxford, Abbey Rd)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Support Ok</p> <p>Raised side road entry treatments – Object Traffic should be forcefully discouraged from drop-off or circulating around Abbey and Cripsey Rds. This proposal does not go far enough.</p> <p>Shared use footway and cycletrack – Object</p>

	<p>I think cyclists should be separated from pedestrians in this scheme. The rise of evokes in particular means that pedestrians will be vulnerable to collision with bikes</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Ok</p>
(o110) Local resident, (Oxford, Barrett Street)	<p>General view – Partially support Please communicate in plain English</p> <p>Toucan crossing – Partially support The potential negative impact on people and traffic is not known</p> <p>Raised side road entry treatments – Partially support I care about my city and my neighbourhood</p> <p>Shared use footway and cycletrack – Support It makes sense</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Partially support Widen existing crossing point – Support Because I care about my city neighbourhood and residents and visitors. The technical language and jargon, with no proper explanations of what you are trying to describe actually means in practice.</p>
(o111) Local resident, (Oxford, Botley road)	<p>General view – Partially support See points on cyclists. Some aren't able to share with pedestrians</p> <p>Toucan crossing – Support None</p>

	<p>Raised side road entry treatments – No objection None</p> <p>Shared use footway and cycletrack – Object Oxfords cyclists aren't able to share with pedestrians as we know from the current tunnel where some cyclists ride even though they're supposed to dismount. I've seen many cyclists use the pavement on the botley road rather than the cycle path. We need to keep cyclists and pedestrians separate</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection None</p>
(o112) Local resident, (Oxford, Botley Road)	<p>General view – Partially support Don't mix cyclists with pedestrians. Make the carriageway under the railway bridge suitable for cyclists. My cycling friends agree with this</p> <p>Toucan crossing – Partially support Present crossing works well enough</p> <p>Raised side road entry treatments – No objection Okay</p> <p>Shared use footway and cycletrack – Object Cycles are vehicles and should be on the carriageway. Pedestrians often feel vulnerable when having to share space. A friend with a disability is frequently abused by speeding cyclists. I am elderly and will not feel safe using this shared space. Pedestrians need spaces where they can walk freely. Sadly, the needs of cyclists often take priority in Oxford</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Support I do not support uncontrolled crossings</p>

<p>(o113) Local resident, (Oxford, Cripsey Road)</p>	<p>General view – Partially support As per my first response, I'm concerned that it will affect the character of Botley Road between Abbey Road and the railway bridge. The use of concrete and metal work should be minimised to so it doesn't detract from the turn of the last century character of the area (which is rapidly being diminished e.g. the loss of the mill on Mill Street, the loss of the warehouses on Abbey Road and the large numbers of pedestrian railings)</p> <p>Toucan crossing – Partially support I'm concerned about the proposal changing the character of the stretch of Botley Road from Abbey Road to the railway bridge. I'm particularly concerned that there will be much more visible concrete and metal than at present and that the 'turn of the last</p> <p>Raised side road entry treatments – Partially support As per previous response.</p> <p>Shared use footway and cycletrack – Object I consider that the cycle track is unnecessary and the wider tunnel needed to accommodate it is likely to have a detrimental effect on the character of the road.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>
<p>(o114) Local resident, (Oxford, Ewin Close)</p>	<p>General view – Partially support There needs to be more awareness of the elderly and infirm</p> <p>Toucan crossing – No objection Reasonable</p> <p>Raised side road entry treatments – Object It will cause more traffic build up</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Cyclists think they own the road and some can be very menacing and dangerous</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object The traffic takes no notice of pedestrians they need to be controlled</p>
<p>(o115) Local resident, (Oxford, George street)</p>	<p>General view – Partially support Concerned it's all about bikes again. Oxford is dying because everything we do in this city is aimed at making bikes</p> <p>Toucan crossing – Partially support As long as traffic isn't compromised</p> <p>Raised side road entry treatments – No objection As long as traffic isn't compromised</p> <p>Shared use footway and cycletrack – Partially support As long as traffic isn't compromised</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Don't like them -</p>
<p>(o116) Local resident, (Oxford, Hill view Road)</p>	<p>General view – Partially support I am strongly objecting to pedestrians and cyclists sharing any footpaths / cyclists.</p> <p>Toucan crossing – Object I do not wish to share a foot path of crossing with cyclists. My experience of having to share the current tunnel with cyclists has been wholly negative.</p> <p>Raised side road entry treatments – No objection I do use these roads so I am not impacted. Residents of this roads views matter more</p>

	<p>Shared use footway and cycletrack – Object I object as strongly as possible to this. I believe that one pathway should be for pedestrians and one should be for cyclists. We should not share the space. Cyclists do not take the needs of pedestrians into account. There will be injuries.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection I don't know enough to object.</p>
<p>(o117) Local resident, (Oxford, Hurst Street)</p>	<p>General view – Partially support</p> <p>Toucan crossing – Partially support Proper segregation of pedestrian walkways and cycle lanes is needed. With high levels of cycle traffic during rush hour bikes need space to overtake other bikes without endangering pedestrians.</p> <p>Raised side road entry treatments – Object Cyclist need a better way to rejoin the road. Existing cycle lanes up to the bridge towards Osney island are too narrow to safely cycle with traffic, without being visibly in the road.</p> <p>Shared use footway and cycletrack – Object Pedestrians and bikes need proper segregation, with escooters and fast delivery cycles endangering pedestrians. Without proper segregation the cycle lanes will be problematic and not used properly similar to the situation at University Parks/Museum of Natural History</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Informal crossings on Wrideswide square don't work. Proper zebra crossings or traffic lights make it clearer of what's expected by drivers and pedestrians</p>

<p>(o118) Local resident, (Oxford, Seacourt)</p>	<p>General view – Partially support It feels like the council repeatedly prioritises the needs of cyclists over those of pedestrians. Cyclists dominate any space that is supposed to be shared.</p> <p>Toucan crossing – No objection I don't see any benefit (I walk to work from Botley to the town centre) but I don't object</p> <p>Raised side road entry treatments – Partially support As a pedestrian these can make crossing the road easier</p> <p>Shared use footway and cycletrack – Object Please please make a very clear delineation between space for cyclists and pedestrians. Otherwise as a pedestrian it feels like you are constantly crossing the road. My ideal route into work is pedestrian only space so I can listen to my audiobook on my 40 minute journey. Where cyclists share space you have to be alert as cyclists brush past you and trying you to get out the way.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – No objection No one stops at the uncontrolled crossings so it doesn't much matter if you widen them</p>
<p>(o119) Local resident, (Oxford, South Street)</p>	<p>General view – Partially support Residents need to be informed of the timing of all this as soon as you know it. There needs to be a "run-through" for everyone, especially users of mobility aids.</p> <p>Toucan crossing – Support Improves pedestrian access to proposed new western station entrance.</p> <p>Raised side road entry treatments – No objection No objection</p> <p>Shared use footway and cycletrack – Object</p>

	<p>Not outright opposition, but questions remain about the safety of pedestrians in shared space, where safety depends on the willingness of cyclists to behave appropriately. Who enforces compliance? Is the cycling 2-way on each side? What prevents cyclists overtaking in the "pedestrian" space? What about e-scooters, where do they go?</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Support Access to station.</p>
<p>(o120) Local resident, (Oxford, West Street)</p>	<p>General view – Partially support I'm in support of changes that make travel more pleasant for pedestrians and cyclists. There needs to be consideration of the ways cycles come off and back onto the road, and a clear way to keep cyclists and pedestrians apart. It is nonsensical to expect that use of different surfacing will be sufficient. Pedestrians will step onto the cycle path and cyclists will err on the pedestrian side - both of these things can cause significant accidents.</p> <p>Toucan crossing – No objection It sounds like it will be useful for cyclists and pedestrians but I'm unsure what the alternative is. There are also no drawings of this provided so I'm unclear what the 'speed table' does.</p> <p>Raised side road entry treatments – No objection I think this sounds like a good idea if it means cars have to come to stop before joining the main road. This will be safer for pedestrians and cyclists (though your existing plans don't make clear whether cyclists will be on the road or the shared path a</p> <p>Shared use footway and cycletrack – Partially support I am fine with the idea of shared pathways but there needs to be a physical separation between cyclists and pedestrians, and ideally the cyclists should be only permitted to go one way on either side (with the flow of traffic). It's also unclear on your diagrams how cycles come off the main road onto the path and rejoin it - ideally the cycle path should just become part of the wider road rather than requiring cyclists to stop and cars to give way/make room. I hope it will be made very clear that e-bikes and scooters are expected to use the road rather than the cycle path. 2m is not wide enough for bikes to be overtaking one another, and anything motorised is simply much faster than regular bikes.</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection to these changes as I'm not sure how this will affect the layout around the station.</p>
<p>(o121) Local resident, (Oxford, West Street)</p>	<p>General view – Partially support I urge you to look at how existing “discretionary” crossing points work in this area and the adjoining Frideswide Square. I will happily show you around. Frideswide Square was presented as a “pedestrian first” space and its lessons are vital for these new proposals. Please give me a ring and I can show you what these proposals don't take into account, on location, any time. 07706 188263.</p> <p>Toucan crossing – Support A crossing that makes pedestrian/vehicle priority clear, unlike Frideswide Square</p> <p>Raised side road entry treatments – Object As has been observed by studies since at least 2006, SREPs do not make clear who has priority. Thus drivers who assume priority get it because they are stronger, and pedestrians who (correctly) assert priority come into conflict with drivers. The majority</p> <p>Shared use footway and cycletrack – Partially support Clear physical segregation is essential</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Uncontrolled crossing points already only breed pedestrian confusion in this area. Almost all drivers are confident they can enforce right of way. You have the opportunity right now to see how motor traffic treats the crossing point on the north station arm. Despite large signs instructing them to give pedestrians priority on the crossing point they completely ignore it. Pedestrians taking their priority risk being hit. Is this not a problem? Zebra crossings are the solution.</p>
<p>(o122) Member of public, (Reading, Queen Anne's Gate)</p>	<p>General view – Partially support Toucan crossing – Partially support</p>

	<p>actin needs to be taken to ensure that cyclists stop when pedestrains are crossing the road, for example using lifting barriers.</p> <p>Raised side road entry treatments – Support again, needs to be clear to vehicles on side roads that pedestrians and cyclists on Botley Road have priority.</p> <p>Shared use footway and cycletrack – Partially support needs to be properly segregated so that pedestrians are not threatened by unruly cyclists. i.e. a proper barrier needs to be installed down the divide.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support these should really be pedestrian crossings with clear legal right of way from pedestrians</p>
<p>(o123) Member of public, (Abingdon, Ballard Chase)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Dedicated crossings control road users more effectively, making it safer for people who wish to cross the road.</p> <p>Raised side road entry treatments – Object I currently work at Rewley Road fire station and encounter these raised areas on the way to and from work. I am surprised that nobody has been injured yet as pedestrians routinely walk out in front of vehicles without even looking up. There is a lot of co</p> <p>Shared use footway and cycletrack – Support I support a separate area away from vehicles that will enable cyclists to travel in relative safety.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Dedicated crossings are a good thing as long as they are identified as such so that all relevant persons are aware of their responsibilities when using them.</p>

<p>(o124) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>General view – Support The design of the bridge, and indeed the space available for bridge, and the surrounding roads put a lot of constraints on the design. Following that, we have discussed the options for each section and junction in some detail with colleagues. Based on this, we consider the design proposed to be a good solution. After implementation. By monitoring how people use the facilities, they might be altered in inexpensive ways (with signs, markings, etc) to improved flows and crossings etc.)</p> <p>Toucan crossing – Support Botley Road traffic, when traffic filters are in will be free-flowing and the main access to Westgate, so the road is likely to be difficult to cross. A raised toucan provides both traffic calming, supporting the 20mph limit, and enables pedestrians and c</p> <p>Raised side road entry treatments – Support Continuous priority walking should be the top priority here, and these SRETs provide this. For cycling, the first consideration is to avoid conflict, and this is challenging with side roads close to the semi-segregated provision under the bridge. Ideally</p> <p>Shared use footway and cycletrack – Support The proposed design is constrained by the bridge design with 4m space for foot/cycle provision each side. We support the semi-segregated provision under the bridge. We think visual and tactile cues e.g. surface differences and a divider or level difference should be used to separate walking and cycling provision. The shared areas at each end appear to be in places necessary to facilitate crossings and continuity. The use of these areas should be monitored when the scheme is in place, to see how people are using it, and to identify if anything should be changed to improve safety or convenience.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Crossing on Botley Road: We believe this crossing may be useful for a number of people not using the station. A raised uncontrolled crossing makes it consistent with the rest of Frideswides Square, but we have some concern if it will give sufficient priority for all less able people to cross. We suggest it is monitored in case a parallel or signalled crossing is required. Northern arm: This is the most difficult crossing. For pedestrians along Botley Road, this is a significant improvement as closer to the desire line. We would consider pedestrian priority with a zebra/parallel here, but that might cause</p>
---	--

	<p>traffic to block the junction and there does not currently seem to be a problem. For cycling, people can choose the carriageway or the shared pavement, leading to uncertainty, which is one of the problems with dual network provision of this nature. The kerbs should enable both of these movements, and there should be some indication of a preferred route eastbound. The fact that we cannot recommend either the carriageway or the shared pavement is a concern for cycling provision in Frideswide Square.</p> <p>Southern arm: This is more straightforward as it needs to enable pedestrians, and enable cyclists both on the carriageway and on the shared pavement to join the under-bridge semi-segregated pavement, which the widened crossing and shared corner pavement does.</p> <p>For all these, Input should be taken from the City Council's inclusive mobility focus group. The junction should be observed in use to see if adjustments are needed.</p>
<p>(o125) Member of public, (Adderbury, Round Close Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Support For the safety of pedestrians and cyclists.</p> <p>Raised side road entry treatments – Support For the safety of pedestrians and cyclists.</p> <p>Shared use footway and cycletrack – Support For the safety of pedestrians and cyclists.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support For the safety of pedestrians and cyclists.</p>
<p>(o126) Member of public, (Aylesbury, Lawrence Close)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Support</p> <p>Raised side road entry treatments – Support</p>

	<p>Support</p> <p>Shared use footway and cycletrack – Support</p> <p>Support</p> <p>Introduce new crossing point – Support</p> <p>Relocate existing crossing point – Support</p> <p>Widen existing crossing point – Support</p> <p>Support</p>
<p>(o127) Member of public, (Benson, Brook Street)</p>	<p>General view – Support</p> <p>.</p> <p>Toucan crossing – Support</p> <p>.</p> <p>Raised side road entry treatments – Support</p> <p>.</p> <p>Shared use footway and cycletrack – Support</p> <p>.</p> <p>Introduce new crossing point – Support</p> <p>Relocate existing crossing point – Support</p> <p>Widen existing crossing point – Support</p> <p>.</p>
<p>(o128) Local resident, (Cumnor, Colegrove Down)</p>	<p>General view – Support</p> <p>this will surely be safer and there can be no doubt that the number of cyclists and motorists using the Botley Road will increase. Unless measures are taken to make the lives of cyclists safer, the route will also become harder for pedestrians.</p> <p>Toucan crossing – Support</p>

	<p>there are many cyclists who use the Botley road and this is a safe way of allowing those who are less confident to cross.</p> <p>Raised side road entry treatments – Support these work well in St Frideswide Square.</p> <p>Shared use footway and cycletrack – Support the road under the bridge for traffic will not be wide this is a safer option. Whether cyclist use the shared pathway will depend upon the fine details of the road layout of the share pathway.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support these seem to work well else in this general area of Oxford</p>
<p>(o129) County Cllr, (Cumnor/North Hinksey, Stone Close)</p>	<p>General view – Support This is a very busy active travel area. The traffic filters are coming in by November, can this scheme be reviewed for signage 6 months into the traffic filter scheme.</p> <p>Toucan crossing – Support There have been several accidents with cyclists and LGV/HGV's at this point being let through the traffic. This would regularise the road crossing at this point and give all road users greater vision.</p> <p>Raised side road entry treatments – Support the raised crossings along the phase 1, 2 and 5 sections of the Botley road corridor programme have worked well and reminded motorists of the new highway code heirarchy of use.</p> <p>Shared use footway and cycletrack – Partially support Friedswide Suare has been shared use for some time and has worked well. However, during the last year of walking through a 2 metre tunnel, it has become apparent that keeping to the left might be the British system but not so for most of the rest of the world. In most spaces it isn't critical, but in this tight shared space through the tunnel, it has caused confusion. Also this close to the station means that a lot of visitors are wheeling suitcases through from areas where keeping to the right is normal. The shared crossing by the station entrance will be a problem with fast cyclists</p>

	<p>wanting to access the city and foreign visitors wanting a flat crossing to access the station. Some signage will be necessary.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support The northern arm should be as wide as possible.</p>
<p>(o130) As part of a group/organisation, (Farmoor, Mayfield Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Support The toucan crossing is an essential upgrade because of the opening of a western entrance to the station. This will increase pedestrian and cycle users and the sensors must be set in such a way as to enable frequent changes so that people crossing the road</p> <p>Raised side road entry treatments – Support Raised road entries are really helpful in showing who has priority.</p> <p>Shared use footway and cycletrack – Support Strongly support. The previous on-road cycle lanes were horrible to use, far too narrow and a cause of potential accidents/frustration.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support strongly support these raised crossings which will hopefully be aligned to the shared use footway levels allowing ease of use for cyclists who are not going to the station but on their way to or from town. These crossings should align seamlessly and continuously with the existing cycle routes in front of the business school/behind the bus stops.</p>
<p>(o131) Local resident, (North Hinksey, Wytham View)</p>	<p>General view – Support Better safety</p> <p>Toucan crossing – Support</p>

	<p>To make walking and cycling safer along the Botley Road</p> <p>Raised side road entry treatments – Support There will need to be clear markings on the tarmac to separate pedestrians from cyclists.</p> <p>Shared use footway and cycletrack – Support To make it safer for walkers and cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support To make it safer to cross the road</p>
(o132) Local resident, (Osney, Botley rd)	<p>General view – Support Pragmatic approach</p> <p>Toucan crossing – Support Safer for pedestrians than the uncontrolled crossing</p> <p>Raised side road entry treatments – Support Easier for pedestrian and cyclists</p> <p>Shared use footway and cycletrack – Partially support The most vulnerable users, pedestrians can get less consideration from other users</p> <p>Introduce new crossing point – Object Relocate existing crossing point – Object Widen existing crossing point – Object Many road and pavement users don't know how to use the crossings. Makes it less safe</p>
(o133) Local resident, (Oxford, 111 Ferry Hinksey Road)	<p>General view – Support Make sure the crossing and bridge are well lit up!</p>

	<p>Toucan crossing – No objection Drivers are. Unaware of a public crossing when busses are queuing to set down and pick. Up! Any visual and surface change to prompt safety. Nearly been knocked down twice on crossing.</p> <p>Raised side road entry treatments – Support Again safety awareness entering at lower speed.</p> <p>Shared use footway and cycletrack – Support Safety and volume of foot /cycle traffic. One wobble and your stuffed.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Safety and Volume of footfall</p>
(o134) Local resident, (Oxford, Abberbury)	<p>General view – Support I hope that when the advantages of these changes become apparent after they have been implemented the council will move swiftly to implement the many other road improvements required in Oxford to prioritise the safety of vulnerable road users over the interests of those who want to continue to use their cars in the city without restriction.</p> <p>Toucan crossing – Support It is essential that all road changes in Oxford prioritise the safety and convenience of pedestrians, wheelchair users and cyclists ie every citizen of Oxford, over the perceived interests of those who want to drive their cars unhindered everywhere in the</p> <p>Raised side road entry treatments – Support The raised side road entry/exits should begin flush with the Botley road with no deviation of the cycle pedestrian routes along the Botley Road and with no change in gradient of the pedestrian/cycle routes as they cross the side roads.</p> <p>Shared use footway and cycletrack – Support It is essential to implement the requirements of the new Highway Code and to prioritise the safety of vulnerable road users , pedestrians , the disabled and cyclists.</p>

	<p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Because they will improve the safety and convenience of the most vulnerable road users.</p>
<p>(o135) Local resident, (Oxford, Abberbury Avenue)</p>	<p>General view – Support Please keep to your timetable.</p> <p>Toucan crossing – Support I am a walker and cyclist and I think this will make traffic slow down for the hump and thus be more careful of others not in cars.</p> <p>Raised side road entry treatments – Support Improves safety for pedestrians</p> <p>Shared use footway and cycletrack – Support Safety is the prime reason. I will use it as long as it is well lit and kept clean and clear of glass. Maintenance of pedestrian and cyclist tunnels must be frequent and thorough. As a cyclist I use all the underpasses in and around Oxford for my safety, but some are in a shocking state eg underpass of Eastern Bypass from school area to Long Lane and Newman Rd. The graffiti in some are amazingly good, obv lots of budding Banksys in Oxford.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Safety for pedestrians</p>
<p>(o136) Local resident, (Oxford, Abbey)</p>	<p>General view – Support I support but issues relating to non-resident parking and drop-offs need to be addressed and enforced</p> <p>Toucan crossing – Support Aid crossing the road</p> <p>Raised side road entry treatments – Partially support</p>

	<p>This will be good. However since the road has been closed Abbey Road has seen significant numbers of cars stopping at the junction to drop people off for the station. There needs to therefore be a restriction on drop off and parking in Abbey and Cripsey</p> <p>Shared use footway and cycletrack – Support E-bikes are increasing in numbers. Although I support the shared path there needs to be a restriction on ebikes</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Is there any monitoring of if these are effective?</p>
<p>(o137) Local resident, (Oxford, Abbey Road)</p>	<p>General view – Support One area that I think needs to be looked into is making the whole area 'Residents parking only'. At the moment is just a huge drop off location for the station. There needs to be new signage indicating this is a residential area. Also that the end of Abbey Road running down to Sheep wash channel is a 'dead end' so please do not drive down there.</p> <p>Toucan crossing – Support As this will be the main road into Oxford crossing for pedestrians at the busy crossing point needs to be as safe as possible.</p> <p>Raised side road entry treatments – Support It is important that these roads (where we live) are not seen as just a dropping off place for the station!</p> <p>Shared use footway and cycletrack – Support I'm not sure there is enough room for a dedicated cycle route. Which of course would be best.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No objection.</p>

<p>(o138) Local resident, (Oxford, Abbey Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Partially support My understanding is cyclists do not have to dismount for a Toucan crossing? A description would have been helpful here.</p> <p>Raised side road entry treatments – Partially support Again - rather impenetrable language - what this will mean is not clear</p> <p>Shared use footway and cycletrack – Object Lethal - there are so many e cycles at speed - this is already dangerous on Fredeswide square - pedestrians and cyclists have very different needs - there are also wide cycles - delivery carts and multi kid carriers - again not compatible with pedestrian paces</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support More protected space for pedestrians needed</p>
<p>(o139) Local resident, (Oxford, Apsley Road)</p>	<p>General view – Support While not part of this work, you must insist tht NR / GWR install really imaginative numbers of accessible bike parking spaces. The current mish-mash is shameful and you need to emulate Cambridge or even Dutch stations.</p> <p>Toucan crossing – Support Everything that slows motor traffic and eases walking journeys is good</p> <p>Raised side road entry treatments – Support All residential roads should be treated as 'play streets' as far as possible, with car drivers behaving as guests. Making it appear that they are driving over a pavement to get to the side road reinforces the idea that they are visitors and should respect</p> <p>Shared use footway and cycletrack – Partially support</p>

	<p>It will be infinitely better than the old bridge but ideally the cycle track would be separated from road and footway - at least with a slight change in height and perhaps colour. I am concerned that access to bike parking in the station needs to be from both sides of the bridge. 4m is not really wide enough if walkers and cyclists are going in both directions.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – Object Widen existing crossing point – No objection</p> <p>I cycle through Frideswide square a lot and am saddened to see that even bus drivers fail to stop for people waiting to cross the current raised beige coloured crossings. I understand zebra crossings without Belisha beacons are likely to be an option - this gives a much clearer signal to drivers and the 'visual clutter' objection is not justified.</p>
<p>(o140) Local Cllr (i.e. Town/Parish/District), (Oxford, Argyle Street Oxford)</p>	<p>General view – Support I am a little concerned not to see the cycle parking. I'm concerned that there won't be enough cycle parking, and that we have missed a big opportunity to build a proper cycle storage unit to facilitate cycle / train travel - as per many other Dutch cities (but cf Utrecht for a really good example). What we need is a secure, manned cycle storage unit where it's free for the first 24 hours and pay thereafter - this is repeatedly done across Europe and is really what we should be aiming for.</p> <p>Toucan crossing – Support Good idea.</p> <p>Raised side road entry treatments – Support I am concerned that these might not be of the requisite standard, as the ones recently proposed on Iffley Road as part of the Safer Roads Funding were not. Please can whoever is doing the detailed design google "continuous footway" and see what the latest</p> <p>Shared use footway and cycletrack – Support Honestly, this seems v. reasonable given the constraints.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support</p>

	<p>I think that anything which demarcates these better, making them larger and more clearly footways rather than road is a good thing. Would like to see clear road markings here too. Thanks for all your work on improving station access for walkers and cyclists.</p>
<p>(o141) Local resident, (Oxford, Ashcroft Close)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Improved provision under the railway bridge for cyclists and pedestrians</p> <p>Raised side road entry treatments – Support Should slow traffic down and improve safety</p> <p>Shared use footway and cycletrack – Support The question of any conflict between cyclists and other users will need to be reviewed</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Very similar to current arrangements</p>
<p>(o142) Local resident, (Oxford, Baily Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Support I cycle so a Toucan crossing is more convenient than a pedestrian crossing.</p> <p>Raised side road entry treatments – Support This is safer for cyclists.</p> <p>Shared use footway and cycletrack – Support This is safer for cyclists and also allows us to move quicker than sharing the road with car traffic.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support</p>

	<p>Widen existing crossing point – Partially support Sounds fine, no preference.</p>
<p>(o143) Local resident, (Oxford, Barrett Street)</p>	<p>General view – Support The plans seems sensible and elegant, and I very much hope they work out. My only concern is sharing the pedestrian/cycle tunnel with delivery drivers on power assisted bikes, for whom speed is a very important factor of their work.</p> <p>Toucan crossing – Support It seems to provide a safe way for cyclists to cross Botley road, which is important to us as a cycling family, with two teenagers who cross Botley Road from Mill Street to cycle to school via Roger Dudman Way. This crossing was dangerous and difficult be</p> <p>Raised side road entry treatments – No objection I don't quite understand what these will look like. It sounds positive though? I live on Barrett Street at the end of Mill Street, so would be directly affected. Graphics would make this consultation much easier!</p> <p>Shared use footway and cycletrack – Partially support My only concern is the high volume of Deliveroo etc. drivers who use power-assisted bicycles, and are naturally working in a very time sensitive environment. While I have every empathy for these drivers doing a very difficult and low paid job, I'm not HUGELY convinced that they are ideal sharers in this kind of layout. Currently we all share the very narrow tunnel under the tracks, and it's evident that they are more pressed for time than most cyclists and pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – No objection Widen existing crossing point – Support Again, I'm not entirely sure what these will look like, but it is evident that busses probably represent the biggest competitors with pedestrians on the northern arm, the southern arm needs to be more elegant and the Botley Road arm is usually pretty dangerous so anything is an improvement.</p>

<p>(o144) Local resident, (Oxford, Boswell Road)</p>	<p>General view – Support Cars have no place in this part of the city. All private cars should use the park and ride or take the train from Oxford Parkway if they want to drive to a station. Taxis should be limited and people incentivised to use the park and ride with free parking / bus. You need to build the Oxford South stations to enable this city to compete with Cambridge. Our public transport policy will destroy our international competitiveness. The station design compared to the submitted concepts is pretty basic and disappointing for what Oxford should aspire to be. Again being left behind by Cambridge and London.</p> <p>Toucan crossing – Support Facilitate safe passage of cyclists and pedestrians.</p> <p>Raised side road entry treatments – Support Safe for pedestrians and cyclists, reduce speed of cars and hopefully their presence.</p> <p>Shared use footway and cycletrack – Support Cycleways should ALWAYS be separate from the road. I cycle on a daily basis. I am exposed to pollution and dangers of sharing a road with cars. Removing lane lines and widening cycle lanes does not make it safer for us. Continental Europe have it right, the UK has been left behind. Make Oxford a cycling city and develop dedicated cycle lanes and highways entirely separate from roads which should be deprioritised with the exception of bus lanes. Or follow Cambridge and build a guided busway.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All make sense</p>
<p>(o145) Local resident, (Oxford, Bridge Street)</p>	<p>General view – Support Generally positive</p> <p>Toucan crossing – Support Crossing is needed there and makes sense to make it a toucan as cyclists often use it to cross.</p> <p>Raised side road entry treatments – Support</p>

	<p>All good</p> <p>Shared use footway and cycletrack – Support Need to consider how cyclists will reenter the highway safely</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Uncontrolled crossings create confusion and irritation. My preference would be for zebra or other controlled crossings to improve safety for vulnerable road users</p>
(o146) Local resident, (Oxford, Cedar Road)	<p>General view – Support</p> <p>Toucan crossing – Support Good idea</p> <p>Raised side road entry treatments – No objection No comment</p> <p>Shared use footway and cycletrack – Support We need dedicated pedestrian and cycle routes</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Necessary for pedestrians</p>
(o147) Local resident, (Oxford, Cedar Road)	<p>General view – Support</p> <p>Toucan crossing – Support With high volumes of traffic restored to Botley road, designated crossings for pedestrians will be helpful.</p> <p>Raised side road entry treatments – No objection</p>

	<p>I don't know what these are.</p> <p>Shared use footway and cycletrack – Support Increasing ease and safety of cycling is important, although with the rapid rise in electric bicycles and scooters, perhaps segregating cyclists from pedestrians would keep the latter group safer.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Not quite sure what these are.</p>
(o148) Local resident, (Oxford, Deanfield Road)	<p>General view – Support</p> <p>Toucan crossing – Support It's a good idea to help slow traffic down on the approach and provide a safe crossing area for cyclists and pedestrians.</p> <p>Raised side road entry treatments – Support Seems to make sense</p> <p>Shared use footway and cycletrack – Support As long as it's clearly and safely segregated.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Support Uncontrolled crossings can be problematic for non-motorised transport.</p>
(o149) Local resident, (Oxford, East Avenue)	<p>General view – Support Would like to see private cars and taxis banned from using the bridge entirely to prioritise public and active transport.</p> <p>Toucan crossing – Partially support Would prefer a zebra crossing to prioritise pedestrians</p>

	<p>Raised side road entry treatments – Support This is an excellent development, would be good to see these coloured to make them even clearer to drivers.</p> <p>Shared use footway and cycletrack – Support Good provision of bike and pedestrian access</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Seems fine</p>
<p>(o150) Local resident, (Oxford, Ferry Hinksey Road)</p>	<p>General view – Support For things I care about, the proposal is favourable, for other things it sounds sensible and I can't think of any objections.</p> <p>Toucan crossing – Support Will be safer for pedestrians.</p> <p>Raised side road entry treatments – No objection Do not use, but sounds sensible.</p> <p>Shared use footway and cycletrack – Support I prefer to cycle this way, and given the road configuration previously, it feels safer for cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Sounds sensible</p>
<p>(o151) Member of public, (Oxford, Glanville Rd)</p>	<p>General view – Support</p> <p>Toucan crossing – Support</p>

	<p>A crossing is badly needed here, and motor vehicle speed needs to be tamed.</p> <p>Raised side road entry treatments – Support These should be the default at any normal side road. But the gradient at 1 in 15 is too low to represent a proper speed deterrent. I understand the relevant code allows for steeper?</p> <p>Shared use footway and cycletrack – Support Absolutely essential if this is not to be a complete gap in the active travel network.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All essential if the active travel network is to be anything near complete and convenient in this area.</p>
(o152) Local resident, (Oxford, Hanson Drive)	<p>General view – Support Make it easier for buses, cyclists and pedestrians to get around</p> <p>Toucan crossing – Support I think that with the amount of people crossing this road, there should be better foot infrastructure</p> <p>Raised side road entry treatments – No objection Don't hugely care about this</p> <p>Shared use footway and cycletrack – Object I think that cyclists and pedestrians should be segregated to ease any congestion and help with the flow of traffic</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – Support Make it easier for people to cross the road!</p>
(o153) Local resident, (Oxford, Harley Road)	<p>General view – Support</p>

	<p>Toucan crossing – Support A crossing is essential</p> <p>Raised side road entry treatments – No objection It will be difficult to join the Botley Road at these points</p> <p>Shared use footway and cycletrack – Support Bicycles should not be forced to join the busy - and sometimes stationary - carriageway</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Object Widen existing crossing point – Support It is not clear where on the Botley Road the current crossing point is. If it is the one to the East of the bridge, why move it? It is well located at present.</p>
(o154) Local resident, (Oxford, Hollow Way)	<p>General view – Support</p> <p>Toucan crossing – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Raised side road entry treatments – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Shared use footway and cycletrack – Support Pedestrians and cyclists need priority in busy areas.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Pedestrians and cyclists need priority in busy areas.</p>
(o155) Local resident, (Oxford, Hurst Rise Road)	<p>General view – Support Good</p>

	<p>Toucan crossing – No objection Seems sensible</p> <p>Raised side road entry treatments – Support Safety for bikes</p> <p>Shared use footway and cycletrack – Support Continue good access from further up Botley road</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Clear definition of purpose</p>
<p>(o156) Local resident, (Oxford, John Garne Way)</p>	<p>General view – Support Consider the addition of noise absorbing materials around the bridge. Consider the addition of public art around and under the bridge to maximise social impact and discourage graffiti.</p> <p>Toucan crossing – Support Toucan crossing should be angled slightly towards the station to accommodate natural pedestrian movement from Oxford station.</p> <p>Raised side road entry treatments – Support Abbey Road should receive an equal quality of treatment as Cripsey Road and Mill Street (marked in blue on the the map)</p> <p>Shared use footway and cycletrack – Support Using the correct surfacing material will promote better cycling. Use of Dutch “klinkers” (block paving) will reduce speeds and ease maintenance costs. Granite sets flush with the path every ten metres may have an additional benefit.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support</p>

	<p>Widen existing crossing point – Support A part-time signal is also needed on each side of the bridge to prevent traffic from blocking the western station entrance.</p>
(o157) Local resident, (Oxford, Laburnum road)	<p>General view – Support None</p> <p>Toucan crossing – Support People are used to crossing now near this point so need it for entry to the railway station.</p> <p>Raised side road entry treatments – Support None</p> <p>Shared use footway and cycletrack – Support As long as there are restrictions on motorbike. Now they are used to being on paths in this area</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support None</p>
(o158) Local resident, (Oxford, Marlborough Court)	<p>General view – Support As noted in other comments, this is shared cycle infrastructure for a small part of the journey. But the Osney Bridge will still need improvement for cycling and Frideswide Square itself is a bit complex to negotiate (not clear where or how to cross roads) so hopefully there will be future improvements to these. Has any thought ever been given to a one way system around the St Thomas' block?</p> <p>Toucan crossing – No objection Doesn't impact me as not a place I need to cross the road but I can see others will need to especially with new station entrance and perhaps more people coming down mill street to station via river path as a result</p> <p>Raised side road entry treatments – No objection This seems like fairly standard side road entrance practice.</p>

	<p>Shared use footway and cycletrack – Partially support This is obviously better than what was there before the works started. However I am concerned about how bicycles using the shared paths coming into town will join the mail road at the Frideswide Sq end, at the roundabout with the road to the station. Maybe there should be a more obvious crossing to the shared us space outside Said Business School (or that should be more obviously shared use), maybe that junction should have some user activated light control (similar to the vehicle operated bus lane light by Waitrose). I don't think this will be as much of a problem going out of town because you will essentially join the road as an obvious give way into Mill St as is the case now walking through the pedestrian tunnel. I think once the bridge works are completed there is an opportunity to only have a pedestrian path on one side of the bridge to make the road a little wider for bikes and cars at the same time, similar to the cycle lanes on the bridge by Ferry Hinksey as I think this bridge will be the main pinch point for width down the road after these works.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection The northern arm proposal may alleviate some of my concerns about how bicycles rejoin the road at the station. But it depends how it interacts with the rest of the Frideswide street scene</p>
(o159) Local resident, (Oxford, Marston Street)	<p>General view – Support I would like a large number of dedicated cargo bike parking spaces to be included, so that commuters with luggage and children are able to use the station without relying on motorised transport. Please add cargo bike parking spaces. Please increase action against bike thieves.</p> <p>Toucan crossing – Support Need to slow down all forms of traffic here, including slowing mopeds. I would however recommend additional speed humps before and after the crossing, to force traffic to be even slower.</p> <p>Raised side road entry treatments – Support Will make cycling more attractive.</p> <p>Shared use footway and cycletrack – Support It would be future-proof to have this wider than 4m, but for now it should be satisfactory.</p>

	<p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Support but I advocate greater visual prominence and priority for pedestrians.</p>
<p>(o160) Local resident, (Oxford, Mill St)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Safety</p> <p>Raised side road entry treatments – Support People speed down mill street and need to be slowed.</p> <p>Shared use footway and cycletrack – Object Dangerous and not practical.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection N/A</p>
<p>(o161) Local resident, (Oxford, Minster Road)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Good idea for access to new station entrance</p> <p>Raised side road entry treatments – Support Good idea</p> <p>Shared use footway and cycletrack – Partially support I hope it will be safe to cycle on the main carriageway if this is crowded</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I hope it will be possible to access the station via the current footbridge from Beckett Street car park</p>
<p>(o162) Local resident, (Oxford, No)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Good idea. Make all the paths bigger. Make under the bridge a bus gate. No public traffic</p> <p>Raised side road entry treatments – Support This should be standard for all roads that cross pavements!!</p> <p>Shared use footway and cycletrack – Object Cyclists can be very rude give them a separate lane to pedestrians that have kerbs so they cant just use the path. What about a push chair</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Support Widen existing crossing point – Support All crossings should be raised. Good stuff</p>
<p>(o163) Local resident, (Oxford, Norfolk Street)</p>	<p>General view – Support</p> <p>Toucan crossing – Support I agree that the proposed crossing fulfils the purposes required.</p> <p>Raised side road entry treatments – Support I agree that the purposes required are fulfilled.</p> <p>Shared use footway and cycletrack – Support I agree that the purposes required are fulfilled.</p> <p>Introduce new crossing point – Support</p>

	<p>Relocate existing crossing point – Support Widen existing crossing point – Support I agree that the purposes required are fulfilled.</p>
<p>(o164) Local resident, (Oxford, Oatlands Road)</p>	<p>General view – Support In an ideal (Netherlands-style) world Osney River Bridge would be duplicated with a separate cycling bridge on the south side from the River Hotel to Osney Island, but that wouldn't be cheap. Extending the 20mph zone westwards to Ferry Hinksey Road junction might help, but most motorists flout the limits.</p> <p>Toucan crossing – Support I support the new toucan crossing, but could the timing of the lights-sequence be set so that it responds immediately to the activation buttons? All too often pedestrians have to wait in the rain for the "green man" while warm, dry motorists drive by uni</p> <p>Raised side road entry treatments – Support Pedestrians should have priority at these junctions. Aggressive motorists intimidate vulnerable pedestrians who feel they should wait until the car goes past first, as if motorists are somehow "more important" road users. Raised junctions should help.</p> <p>Shared use footway and cycletrack – Support There will always be some friction between cyclists and pedestrians over shared-use, but they seem to manage it well in The Netherlands.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support The lack of black/white zebra crossing-style markings in Frideswide Square gives motorists the idea that they have priority over pedestrians. Please could such markings be applied to all these crossings? It would help to install bollards to close-off the Becket Street "rat-run", but that's beyond your remit!</p>
<p>(o165) Member of public, (Oxford, Old Road)</p>	<p>General view – Support Overall a big improvement for pedestrians and cyclists and also motorists.</p>

	<p>Toucan crossing – Partially support Cyclists coming from town to the new West side station will want to turn directly into it. Better than the Toucan crossing located where it is would be traffic lights for the junction with Cripsey Road and Mill Street incorporating a pedestrian and cyclis</p> <p>Raised side road entry treatments – Support It helps reinforce the pedestrian right of way at junctions.</p> <p>Shared use footway and cycletrack – Support Seems like the best use of the available space.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I don't like the intentional ambiguity of raised uncontrolled crossings. Zebra crossings would be better.</p>
<p>(0166) Local resident, (Oxford, Pinnocks Way)</p>	<p>General view – Support Positive, I hope they are implemented</p> <p>Toucan crossing – Support Good approach to road safety</p> <p>Raised side road entry treatments – Support Good for road safety</p> <p>Shared use footway and cycletrack – Partially support I would prefer a segregated pathway for both modes of transport but if this is the best that can be done then so be it</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Good for pedestrians and vulnerable road users</p>

<p>(o167) Local resident, (Oxford, Rivermead road)</p>	<p>General view – Support Need more bus services to make this work</p> <p>Toucan crossing – Support Oxford resident wanting a more pedestrian friendly oxford.</p> <p>Raised side road entry treatments – No objection Na</p> <p>Shared use footway and cycletrack – Support Better support for pedestrians and cyclea</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Object Widen existing crossing point – Support More pedestrian friendly</p>
<p>(o168) Local resident, (Oxford, Riverside Road)</p>	<p>General view – Support It is absolutely essential that the proposed changes are integrated seamlessly with the existing infrastructure. This is especially the case on the west side of the bridge with the addition of new cycling infrastructure. This must connect up with the carriageway to provide the clearest and easiest possible experience for cyclists travelling to and from the west. This means smooth, shallow-angle transitions and gentle gradients between the carriageway and cycletrack. Different surface materials should be used for segregation on pedestrian and cycle paths. Paint is not good enough by itself.</p> <p>Toucan crossing – Support This is the safest possible option for crossing the road, both for pedestrians and cyclists. The hump is essential to help calm traffic.</p> <p>Raised side road entry treatments – Support Raised side road entrances are much safer, giving clear, visible priority to both pedestrians and cyclists (as should be the case given the new Highway Code). These should be implemented wherever possible, including right the way down the rest of the Botl</p>

	<p>Shared use footway and cycletrack – Partially support This is a better option than no cycletrack at all, but is far from ideal. The segregated pedestrian-cycle path should be continued from under the rail bridge. This should be clearly demarcated with different surface materials, not just painted lines. The segregated cycletrack should merge seamlessly with the on-road section west on Botley road. Having a small stretch of shared path and then a segregated path produces unnecessary conflict points between pedestrians and cyclists.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support These are all welcome changes. However, the northern arm of the rail station junction crossing should be kept just as wide as the current one due to the number of pedestrians and cyclists using it. The widened southern arm crossing will be essential with the addition of the new pedestrian and cycle path.</p>
<p>(o169) Local resident, (Oxford, Riverside Road)</p>	<p>General view – Support Make sure the surfaces are of good quality to limit the need to repair and offer more stable use</p> <p>Toucan crossing – Support Helpful to highlight crossing point and slow down road users of all types</p> <p>Raised side road entry treatments – Support The will prioritise the pedestrians and non powered road users and well as people with less mobility in crossing each road, encouraging drivers to be careful</p> <p>Shared use footway and cycletrack – Partially support It would be helpful to be wider, but given the constraints of the site clear marking for each form of user would be helpful. Encouragement of one way use could also help. It will allow less confident cyclists to use the under bridge on one level away from traffic</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support</p>

	<p>Raising the crossings will signal the use more clearly to road users and moving them closer to the junction will make journeys along Botley Road more straightforward</p>
<p>(o170) Member of public, (Oxford, St Thomas Street)</p>	<p>General view – Support The web page does not mention anything about the existing footbridge between the carpark and the station.</p> <p>Toucan crossing – Support There needs to be a way to safely cross Botley road west of the railway.</p> <p>Raised side road entry treatments – Support Having safer and more accessible road crossing is always better</p> <p>Shared use footway and cycletrack – Support As mentioned on the page, Botley road gets very busy, so being able to not cycle on the road is a bonus, but there are no cycle lanes west of the station, so would not really help across the thames bridge. Also the current/past footways were way too narrow, so any widening is a great improvement.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – No objection Widen existing crossing point – No objection I feel that moving the uncontrolled crossings closer to the junction would make them less safe. But making them wider is better too.</p>
<p>(o171) Local resident, (Oxford, The garth)</p>	<p>General view – Support Good idea</p> <p>Toucan crossing – Object A toucan crossing could be provided without the hump, at road level, so providing less hindrance to road users.</p> <p>Raised side road entry treatments – Support These make it much easier for cyclists and pedestrians.</p> <p>Shared use footway and cycletrack – No objection</p>

	<p>I'm confused if it's shared use or segregated</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection No view on these</p>
<p>(o172) Local resident, (Oxford, Townsend Square)</p>	<p>General view – Support These proposals don't go far enough. These crossings, and all others on Frideswide Square, should be Toucan crossings to prioritise pedestrians and cyclists over cars, who never give way to pedestrians. Please make Frideswide Square a suitable welcome to Oxford for commuters and visitors. Make it friendly for the many people who walk or cycle from the station into the city centre.</p> <p>Toucan crossing – Support This junction is used much more often by pedestrians, not cars. The layout of the junction should reflect this fact.</p> <p>Raised side road entry treatments – Support These junctions are used much more often by pedestrians, not cars. The layout of the junctions should reflect this fact.</p> <p>Shared use footway and cycletrack – Support While not as good as a fully segregated footway and cycletrack, this is much better than what we have at the moment. Please make sure the cycleway is clearly labelled though. There should also be a raised table to help distinguish.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support These should not be uncontrolled crossing points, they should be Toucan crossings to clearly prioritise pedestrians and bikes over cars. Pedestrians use these junction all the time, more than vehicles. Taxis and buses never give way, this needs to change! The same goes for all crossings on the three roundabouts on Frideswide Square.</p>

<p>(o173) Local resident, (Oxford, Turner Drive)</p>	<p>General view – Support</p> <p>Toucan crossing – Support As a daily commuter along the road into Oxford on a bicycle, I support the plans to segregate cyclists from motorised traffic. My only concern is making sure that the segregation between pedestrians and cyclists is clear ideally by a white line along the</p> <p>Raised side road entry treatments – No objection No objection but motorised traffic tend to ignore the highway code of allowing pedestrians have priority so might be a waste of money</p> <p>Shared use footway and cycletrack – Support Support as long as properly laid out and identified.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Makes no difference to me.</p>
<p>(o174) Local resident, (Oxford, West Way)</p>	<p>General view – Support Wider walkways and cycling lanes are important for pedestrians commuters and cyclists</p> <p>Toucan crossing – No objection Safer for all using crossing</p> <p>Raised side road entry treatments – Support Raised entry safer</p> <p>Shared use footway and cycletrack – Support Shared cycle lanes and pedestrian lanes work well</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support</p>

	<p>Widen existing crossing point – Partially support Safety on uncontrolled crossing points concerning</p>
<p>(o175) Local resident, (Oxford, Abbey Road)</p>	<p>General view – Support 2 hour parking bays should be taken away and replaced with residential parking in Cripsey Road. These bays are currently used by shoppers to avoid parking charges. This contributes to terrible traffic jams on the Botley Road. Station drop off and pick up in Abbey and Cripsey Roads should be forbidden otherwise this residential area will become unsafe with cars circulating around the two roads in a ‘rounderbout’ fashion.</p> <p>Toucan crossing – Support Slowing traffic</p> <p>Raised side road entry treatments – Support Demarcation that this is a residential area and should be used for local access only and not train station drop off and pick up</p> <p>Shared use footway and cycletrack – Support Much safer than existing</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Will have to see how this works out after redevelopment finishes</p>
<p>(o176) Local resident, (Oxford, Abbey Road)</p>	<p>General view – Support Because the aim is to make cycling safer</p> <p>Toucan crossing – Support Any thing that makes travelling by bike safer is good as long as cyclists observe the rules</p> <p>Raised side road entry treatments – Partially support I don’t really understand what this means</p>

	<p>Shared use footway and cycletrack – Support It is a safe cycle route as long as cyclists and pedestrians stick to their areas</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Will not hold up traffic</p>
(o177) Local resident, (Oxford, Duke Street)	<p>General view – Support Great, overall the scheme should be a massive improvement. Thank you</p> <p>Toucan crossing – Support This is a big improvement on existing infrastructure.</p> <p>Raised side road entry treatments – Support Raised road treatments will help slow down road traffic coming off the main road and protect vulnerable users (pedestrian and cyclists) from turning traffic. Big improvement</p> <p>Shared use footway and cycletrack – Support This will be a massive improvement and much safer for cyclists and much more space for pedestrians too.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support I support the improvement to the infrastructure but this could go further. The informal approach to street architecture in Frideswide square was never implemented properly and pedestrian crossing points are not observed by road traffic. These should be formalised to protect vulnerable users (pedestrians)</p>
(o178) Local resident, (Oxford, Helen Road)	<p>General view – Support The focus of all changes should be to improve the likelihood of pedestrian and cycle access to the area, facilitate public transport efficiency and in so doing reduce (and hopefully discourage) private motor traffic.</p> <p>Toucan crossing – Support</p>

	<p>Efficiency and safety of pedestrian and cyclist movement must take priority over motorised road traffic.</p> <p>Raised side road entry treatments – Support These should increase safety for pedestrians and cyclists by highlighting junctions and slowing down motor vehicles.</p> <p>Shared use footway and cycletrack – Partially support This will work well (as it does in Frideswide square) and encourage more people to cycle who were previously worried about using the roadway under the bridge. However, consideration must be given to preventing motor scooters and illegal e-bikes from using this facility and endangering users. Equally cyclists still have the option of using the road carriageway; so there should still be bike lanes demarcated on the road under the bridge.</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support These crossing points help pedestrians and cyclists using Frideswide square and the station, and served to calm the flow of motor traffic.</p>
<p>(0179) Local resident, (Oxford, Osney Lane)</p>	<p>General view – Support Support</p> <p>Toucan crossing – Support Support</p> <p>Raised side road entry treatments – Support Support</p> <p>Shared use footway and cycletrack – Support Support</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Support</p>

<p>(o180) Local resident, (Wheatley, Templars Close)</p>	<p>General view – Support</p> <p>Toucan crossing – Support Prioritises pedestrians over other road users</p> <p>Raised side road entry treatments – Support Pedestrian safety</p> <p>Shared use footway and cycletrack – Partially support Good to separate bikes from road but cycles and pedestrians not a good mix on unsegregated shared use paths</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support All improve pedestrian safety</p>
<p>(o181) Local resident, (Witney, Thorney Leys)</p>	<p>General view – Support</p> <p>Toucan crossing – Support '-</p> <p>Raised side road entry treatments – No objection No idea what this actually means or what the impact may be</p> <p>Shared use footway and cycletrack – Object Needs to be separate lanes for pedestrians and cyclists - shared use will not work here</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support '-</p>

<p>(o182) Local resident, (Oxford, Hanson Drive)</p>	<p>General view – No objection</p> <p>Toucan crossing – Object A pedestrian tunnel or bridge is preferable to smooth progress of road users, bikes and motorised vehicles</p> <p>Raised side road entry treatments – No objection Seems appropriate to distinguish between side roads and Botley road</p> <p>Shared use footway and cycletrack – Support Appropriate to as a means to slow over aggressive cyclists</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Shared crossings Work well now</p>
<p>(o183) Member of public, (Oxford, Islip Road)</p>	<p>General view – No objection Possibly a map indicating the proposals MIGHT help.</p> <p>Toucan crossing – Partially support Rather complicated to fully understand what it will involve.</p> <p>Raised side road entry treatments – Partially support Difficult to visualise</p> <p>Shared use footway and cycletrack – Partially support Confused!</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support Sorry, I am confused!</p>

<p>(o184) Member of public, (Oxford, Laburnum)</p>	<p>General view – No objection</p> <p>Toucan crossing – No objection Although I don't understand why it needs to be humped, I don't object to the crossing.</p> <p>Raised side road entry treatments – Support I support this in order to slow traffic in residential streets.</p> <p>Shared use footway and cycletrack – Partially support I do think that a shared use path can lead to problems. It would surely be better to widen the road for cyclists and retain a smaller path for pedestrians.</p> <p>Introduce new crossing point – Partially support Relocate existing crossing point – Partially support Widen existing crossing point – Partially support The uncontrolled crossings are no good for pedestrians. They are reliant on drivers/cyclists slowing or stopping and the vast majority do not. I have taken to just stepping into the road, otherwise I'd be waiting a long time to cross.</p>
<p>(o185) Local resident, (Oxford, Mill street)</p>	<p>General view – No objection No objection at present but until they're in situ it's impossible to predict advantages or drawbacks</p> <p>Toucan crossing – No objection It remains to be seen how efficient these would be for pedestrians, particularly parents with young children or buggies and old people.</p> <p>Raised side road entry treatments – No objection I have no comment</p> <p>Shared use footway and cycletrack – Partially support Safer for cyclists as long as cyclists understand that children sometimes may not stay in their own lane, ie they need to slow down</p> <p>Introduce new crossing point – No objection</p>

	<p>Relocate existing crossing point – No objection Widen existing crossing point – No objection They work well in other areas</p>
<p>(o186) Member of public, (Oxford, Minster Road)</p>	<p>General view – No objection Hope this works!</p> <p>Toucan crossing – Support Good to slow traffic</p> <p>Raised side road entry treatments – No objection Not sure how this will work</p> <p>Shared use footway and cycletrack – Partially support I hope it will be possible for cyclist to use the road when the track is crowded</p> <p>Introduce new crossing point – Support Relocate existing crossing point – Support Widen existing crossing point – Support Should slow traffic</p>
<p>(o187) Local resident, (Oxford, Pinnocks Way)</p>	<p>General view – No objection I want to know how this will affect bus travel and if the bus routes will be restored to how they were before the road closure</p> <p>Toucan crossing – No objection Can't see a problem</p> <p>Raised side road entry treatments – No objection As before</p> <p>Shared use footway and cycletrack – Partially support As a pedestrian I sometimes feel my safety and right of way is compromised by some cyclists</p>

	<p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – Partially support Difficult to envisage but don't see a problem</p>
<p>(o188) Local resident, (Oxford, South Street)</p>	<p>General view – No objection Please do not listen to people that have no knowledge of urban planning</p> <p>Toucan crossing – No objection Please use research and data from previous schemes to decide the the best way to treat cars, pedestrians and cyclists rather than uninformed opinion</p> <p>Raised side road entry treatments – No objection See previous reason</p> <p>Shared use footway and cycletrack – No objection Research and data only, not opinion.</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Research and data only</p>
<p>(o189) Local resident, (Southmoor, Lime Grove)</p>	<p>General view – No objection More safe pedestrian and bike access is desired. it is important to preserve and expand these spaces.</p> <p>Toucan crossing – Support In favor of this for pedestrian safety</p> <p>Raised side road entry treatments – Support Safety for pedestrians</p>

	<p>Shared use footway and cycletrack – Support Safety for pedestrians</p> <p>Introduce new crossing point – No objection Relocate existing crossing point – No objection Widen existing crossing point – No objection Safety for pedestrians - don't know if a different location for crossing point would be better...</p>
--	---



Oxford Bus Company
Cowley House
Watlington Road
Oxford OX4 6GA

t 01865 785 400
e info@oxfordbus.co.uk

17th April 2024

By e-mail only: christian mauz@oxfordshire.gov.uk

Christian Mauz
Senior Officer (TRO and Schemes) Network Management

Directorate of Environment & Place
Oxfordshire County Council
County Hall
New Road
Oxford|
OX1 1ND

Dear Mr Mauz,

STATUTORY CONSULTATION – Ref: CM/12.6.407/P0164)- A420 Botley Road (in the Vicinity of Rail Station – Proposed Active Travel Measures

I refer to the proposed Traffic Regulation Order (TRO) changes referenced above, which sit alongside draft designs on which the County Council and Network Rail are seeking views. The nature of this consultation is thus apparently a hybrid one, extending beyond a typical TRO consultation.

We have never been sighted on the emerging proposals before this point. We are well aware that there are significant fixed milestones in the delivery programme for the wider rail bridge reconstruction associated with Network Rail's "Oxford Station Phase 2" project. These mean that very little time remains to finesse the designs. None of this is conducive to effective engagement with key stakeholders or the public, nor to achieving the best outcomes.

After careful consideration, including a site visit and inspection, City of Oxford Motor Services Limited (Oxford Bus Company) and Thames Travel (Wallingford) Limited ("Thames Travel", "TTW") offers **no objection** to the proposed Order.

However, we wish to raise **serious concerns about the proposed design of the scheme at its far eastern end**, in particular where eastbound cycles reach the end of segregated provision at the station vehicular entrance. We set these concerns out below. We also set out some broader feedback to assist the designers.

the City of Oxford Motor Services Limited
registered in England & Wales no. 91106
registered office 3rd Floor, 41-51 Grey St, Newcastle-upon-Tyne, NE1 6EE

Part of the Go-Ahead Group

1. Humped Toucan Crossing west of Mill Street

This replaces the existing pelican crossing *in situ*. The new station entrance, in the northeast quadrant of this four-arm junction, will no doubt give rise to a greater need for cycles to cross Botley Road. The principle is **supported**.

We note that it intended that the raised table feature will involve transition gradients no greater than 1:20 and a 75mm maximum height. These parameters are considered to represent an appropriate balance between achieving effective traffic calming, and ensuring that no risks arise to bus passengers, especially those riding standing on busier journeys. This is **supported**.

2. Side Road Entry Treatments – Abbey Road, Cripsey Road and Mill Street

All these junction side arms from Botley Road are to quiet and largely residential streets. We are separately aware that the County Council is more broadly committed to arriving at a standardised approach/es to side-road entry treatment (“SRET”), to support safer and more attractive options for active travel. We assume that the proposed approach here is pursuant to these emerging standards.

We note that a 1:15 transition gradient is proposed to a 75mm high feature. Again, these parameters are considered to represent an appropriate balance between achieving effective traffic calming and ensuring that no risks arise from traffic entering the side arm making sudden and unpredictable decelerations in the mainline carriageway. Level pedestrian crossing on as direct a desire line across the bellmouth is also achieved, suitably elevating the status of pedestrians, and making walking more attractive and convenient as well as safer. The approach is thus **supported**.

However, the Council should be reminded that in achieving the benefits to pedestrians in this manner, the footway becomes considerably more attractive to use for cyclists and micro-mobility vehicles. This use is, of course, both illegal as well as intimidating and potentially highly dangerous, especially where footways are as narrow as they are here. While the wider length of Botley Road west of the junctions is beyond the scope of this scheme, we therefore **urge the Council to progress urgent plans to arrive at a suitable solution for active travel modes on this highly constrained section of Botley Road**, approaching Cripsey Road/Mill Street that might be cost-effectively implemented in association with planned water and sewer upgrade works at Osney Bridge in the short term.

3. Cycle provision under the rail overbridge, Cripsey Road to Station Entry eastbound; Becket Street to Mill Street Westbound

This is the area where the biggest improvements are effected, taking advantage of a greatly widened bridge structure. There is no question that this will address one of the most intimidating environments for both pedestrians and cycles in the city, and it is awaited with very positive anticipation.

However, we have to draw the Council's attention to the fact that this improvement sits between two sections immediately to the west and east, that present radically different levels of segregation between cycles/powered micro-mobility; and pedestrians.

The Botley Road corridor, being the only major route from the city to the west, is also extremely intensively used by all modes – including buses. This is the predominant east-west traffic flow.

Added to this, immediately east of the rail crossing at Frideswide Square, buses and taxis are very regularly turning right across the Botley Road arm at an informal mini-roundabout; or alternatively existing the station to turn left. The form of the city, with the station off-set considerably to the west of the city centre, while most trip origins and destinations lie to the north and east has led to the establishment of the station forecourt as a key route terminus for this reason, as well as supporting a very high level of bus-rail interchange.

The approach proposed, for cyclists from the west, involves an on-carriageway advisory cycle lane approaching Cripsey Road, then transitioning briefly to a shared space, before high quality segregation is provided under the bridge. Unlike today, where cycles must descend and then reascend a quite pronounced gradient towards the east and the mini-roundabout, cycles will naturally be able to achieve higher speeds.

The segregated lane stops and returns to an illegible shared use area on the north west quadrant of the mini-roundabout, which will facilitate cycles and powered micro-vehicles either seamlessly re-entering the eastbound carriageway on approach to the roundabout – where they ought to give way to vehicles approaching from the right - or to continue, via a relatively short deviation, to use a relocated uncontrolled raised shared use crossing over the Station entrance into the extensive public realm of Frideswide Square, which is beyond this scheme extent. Unlike today, where cyclists are all using the carriageway, presenting the logical onward route as across the roundabout and into the vehicular carriageway to the east, cyclists will be offered a much more finely balanced choice as to whether to continue on-carriageway, or off it. In the latter case, they will have priority over turning vehicles exiting (or entering) the mini-roundabout. The formal distance between the on-road option, giving way to traffic, and the off-road option, which legally gives micro-vehicles priority over the same arm, will be just over 3m, through the relocation of the existing uncontrolled crossing significantly to the south – intentionally so as it is closer to the pedestrian east-west desire line. However, the engineering design approach being proposed would actually allow cyclists or micro-vehicle users approaching potentially at speed to effect a crossing at any point on the north west quadrant of the mini-roundabout or to the north of it, and exit at any point on the north east quadrant into Frideswide Square, whether the public realm or the carriageway. This would include a wide range of diagonal trajectories across the northern arm.

Worse still, these kinds of manoeuvres could be achieved in the reciprocal east-west direction: something that today is restricted only to cyclists looking to reach the station cycle park, for whom the current crossing position is actually quite advantageous. It

should be remembered that the main station cycle park is immediately northwest of the mini-roundabout and this creates an extremely important – indeed quite compelling – cycling desire line across the northern arm from the east.

Frideswide Square, is beyond this scheme extent. Here, a wide strip of shared pedestrian and cycle space, loosely defined by monumental raised planters allows cyclist to legitimately continue among pedestrians, at whatever speed is considered achievable by the rider, in both directions. This space by definition, is an arrival gateway to the city, frequented by exceptionally large number of visitors to the city, including from overseas, who are already presented with an area that is exceptionally hard to “read”.

The combination of all these factors means that “unlocking” the Botley Road western arm of this junction under the rail overbridge, in the manner proposed, causes a very substantial shift in the way the space at the roundabout will be read and used. It **increases the levels of conflicts very substantially** in a location which is already extremely finely balanced, but where priorities are at least relatively clear, and there is sufficient offset between conflict points at the circumference of the roundabout and the current crossing for drivers legitimately in the area – not least our staff – to anticipate potential hazards and drive defensively. **The scheme proposals look likely to create a much less legible situation in what is already an extremely busy area. Very complex pedestrian cycle and vehicular movements will conflict in a more focused area immediately north of the roundabout, in ways that could be expected to be very difficult for all road users to resolve consistently safely.** Indeed, even if all vehicular movements were removed from that arm, it is credible to suppose substantial risks would remain that pedestrians and cycles could collide, or cycles with cycles.

The intensity of pedestrian and cycle use across this junction, and indeed the wider corridor, can be expected to rise substantially. Wider policy initiatives in support of the County’s bold Local Transport and Connectivity Plan objectives through mode shift to active travel and public transport are anticipated to be implemented shortly after the lifting of the Botley Road blockade. Additionally, the West End of the city – extending along Botley Road to Seacourt – is one of the two areas of greatest change anticipated within the city’s administrative area in the future. Proposals to redevelop the area south of the junction at Oxpens are progressing, one of the city’s largest current regeneration schemes, within 200m. Beyond at Osney Island, even larger redevelopment plan for research and employment are advancing, which will greatly intensify walking cycling and wheeling trip demands across the junction to the Station and Said Business School as well as points further north. We note that redevelopment of existing retail parks at Seacourt for research and laboratory uses is already taking place and we consider it likely the high demand for such space will maintain this trend. This will create substantial further east-west movement demands, many and indeed possibly most of which will be met by active travel.

The proposed design approach to this northern arm is thus a matter of the greatest concern to us.

We urge the Council and its design contractors to consider carefully the situation we outline above against their obligations under the Construction Design and Management Regulations 2015. The Equalities Act 2010 is applicable, since there are clear implications for those with protected characteristics, not least the partially-sighted and unsighted. There may also be serious effects on the safe and efficient passage of traffic which is covered by the statutory duty at s.6 of the Traffic Management Act 2004.

If these hazards are to be appropriately resolved, substantial alterations to the design will be needed. This might include formalising the proposed cycling crossing, segregating it from pedestrians with “elephant’s feet” markings, directing off-carriageway cyclists to the shared use area to the east. There needs to be a clearer direction of the cycle flow for those wishing to rejoin the carriageway on approach to the mini-roundabout. In practice, we wonder how many would actually do so as they would not have priority, and an alternative approach might involve precluding this, to start to reduce the number of potential movements and make it easier for cyclists and pedestrians to understand where they should circulate as is expected by LTN 01/20 as a foundational principle.

A similar approach is likely to be required for the Becket Street arm – see point 6.

There is a very strong case to look carefully at modelling current and anticipated flows in a multi-modal micro-simulation tool. This may well point to the need to introduce signalised priority for all modes at the western end of Frideswide Square.

4. Botley Road western arm uncontrolled Crossing point – relocation

This is on the western arm of the mini-roundabout. The only credible desire line it serves is between Becket Street and the station building and this movement is already provided for by the footbridge which will be replaced and improved as part of these works.

The proposals maintain and intensify conflicts especially on the NW quadrant of the mini-roundabout, in the proposed shared use space. This is unnecessary, in appropriate and unjustified. The use of the bridge is clearly preferable, presents no real detriment in terms of walking distances, and obviates the need for this crossing, which therefore should be removed.

5. Rail Station Access, northern arm crossing relocation

See comments under point 3.

6. Becket Street, southern arm crossing.

See comments under point 3.

The overall situation is similar to the northern arm albeit this arm is less busy with vehicular traffic. It is not used by buses in normal circumstances. It is likely to need

resolution by substantial alterations to the design. This might include formalising the proposed cycling crossing, segregating it from pedestrians with “elephant’s feet” markings, directing off-carriageway cyclists to a segregated track that commences immediately to the west of the junction achieving a more continuous and greatly more legible situation.

In addition, removing the current crossing on the western arm (q.v.) as we suggest, would greatly reduce the number of potential movements and conflicts on the south western quadrant and make it easier for cyclists and pedestrians to understand where they should circulate, a foundational principle expressed in LTN 01/20.

7. Concluding comments.

While we do not object to the TRO formally – mainly to avoid triggering a formal re-consultation that may prejudice the tight construction programme - the comments above highlight our very great concerns. We therefore strongly urge the Council to give them appropriate weight. Under normal circumstances we would have lodged an objection.

We also understand that cycling groups, including Cyclox, may well have similar concerns to our own.

We believe that significant changes are warranted and necessary. These might require either formal re-consultation, or, in view of the very compressed programme, some kind of stakeholder workshop to look at revised designs. We are naturally ready and willing to support these efforts.

Yours sincerely

Nick Small

Head of Built Environment and Infrastructure



Oxfordshire County Council

Equalities Impact Assessment

Botley Road, Oxford – infrastructure improvements for pedestrians and cyclists as part of the Network Rail Oxford Station Phase 2C enhancements.

May 2024

Contents

Section 1: Summary details	156
Section 2: Detail of proposal	158
Section 3: Impact Assessment - Protected Characteristics	161
Section 3: Impact Assessment - Additional Community Impacts	166
Section 3: Impact Assessment - Additional Wider Impacts	168
Section 4: Review	169

Section 1: Summary details

Directorate and Service Area	Environment and Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	<p>Proposals to improve conditions for cyclists and pedestrians using Botley Road between Abbey Road and Frideswide Square. The proposals are part of the ongoing work by Network Rail to provide a new western entrance to the station for passengers and to replace the existing rail bridge across Botley Road. The improvements are being designed by Network Rail in consultation with the county council. The detailed design is in the process of being finalised although the key features are agreed and the subject of this EIA.</p> <p>Should the improvements be approved through the S278 process, this EIA will be reviewed as part of the detailed design, with impacts being monitored following the scheme implementation.</p>
Is this a new or existing function or policy?	<p>The improvements of conditions for cyclists and pedestrians on Botley Road constitute a new scheme. Improving conditions for pedestrians and cyclists in Oxford aligns with the county council’s transport strategy, as set out in the Central Oxfordshire Travel Plan. The improvements also support Oxfordshire County Councils’ vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. Better conditions for cyclists and pedestrians in this location will encourage more use of rail as a mode of transport.</p>
<p>Summary of assessment</p> <p>Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?</p>	<p>The proposal is not expected to have a disproportionate impact, bias, discriminate or unfairly disadvantage individuals or groups within the community.</p> <p>The improvements to pedestrian and cycle infrastructure will improve access in and out of the city centre and to/from the rail station for people with limited mobility and without access to a car. When taken together with the existing public transport offer along the Botley Road and to and from the rail station, and also the introduction of the trial traffic filters to reduce traffic and associated congestion, opportunities to travel to/from/in Oxford without access to a car should be improved as a consequence of these proposals.</p> <p>Some concerns have been raised by people responding to the statutory consultation on the proposals about the shared use (including a segregated section under the rail bridge) footway/cycleway. Sharing space in a location where there are expected to be high volumes of cyclists and pedestrians is something that can create concerns for people in the protected characteristic</p>

(following completion of the assessment).	groups e.g. age, being pregnant, disability. The completion of the detailed design will bear this in mind to avoid any possible disproportionate impact on people in these groups.
Completed By	Craig Rossington
Authorised By	
Date of Assessment	7 May 2024

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Improving conditions for pedestrians and cyclists at the same time as giving better access to rail and bus services aligns with the county council’s transport strategy, as set out in the Central Oxfordshire Travel Plan. This proposal for the Botley Road near the rail station also supports Oxfordshire County Councils’ vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.</p> <p>The decision to approve the key elements of the design of the improvements (that were the subject to statutory consultation in March and April this year – see details below) will be made at a Cabinet Member Decisions for Cabinet Member for Highways Management meeting on 23rd May 2024.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The scheme will provide the following enhancements to the pedestrian and cycling infrastructure along Botley Road between Abbey Road and Becket Street:</p> <p><i>New pedestrian and cycling tunnels – segregated footway/cycleway</i> As part of the new rail bridge, two, 4m wide tunnels under the rail tracks will be provided, one on each side of Botley Road. It is proposed that the space will be shared equally (2m each side) between cyclists and pedestrians with space for each user group demarcated through the use of surfacing materials, markings and signage. This segregated shared use will extend from approximately 15m west of Becket Street/Station entrance as far as just east of the Mill Street junction and just east of the Cripsey Road junction on the south and north sides of the Botley Road respectively.</p> <p><i>New shared use footway/cycleway</i> On the north side of the Botley Road, from Cripsey Road as far as Abbey Road, the existing footway would be converted to shared use footway/cycle way. On the south side, from Mill Street to a point just opposite the eastern kerb line of Abbey Road, the existing footway would be converted to shared use footway/cycle way.</p> <p><i>Raised Toucan crossing and speed table</i> A raised Toucan crossing of Botley Road would be provided for pedestrians and cyclists between Cripsey Road and Abbey Road, a short distance to the east of the existing Pelican crossing. This crossing would be provided on a speed table which would extend from the crossing as far east as approximately 25m east of the junction of Botley Road with Mill Street. This speed table would be raised by approximately 75mm with the gradients of the ramps at either end no steeper than 1 in 20.</p>

	<p>The raised Toucan crossing is proposed to help make access to and from the new improved western station entrance (where there will also be new, additional secure cycle parking) safer and more attractive for cyclists as well as pedestrians.</p> <p><i>Raised side road entry treatments</i> Raised side road entry treatments will be provided at the junctions of Botley Road with Abbey Road, Cripsey Road and Mill Street. These would be raised by approximately 75mm and have ramps no steeper than 1 in 15.</p> <p><i>Informal uncontrolled crossings</i> At the Frideswide Square station junction with Botley Road, the existing raised informal crossing of Botley Road would be provided slightly closer to the junction, a new crossing of the station arm would be provided much closer to the Botley Road than the existing one, and the crossing of Becket Street would be widened towards Botley Road. These changes are to ensure that the improvements connect well with existing cycling and walking infrastructure in Frideswide Square.</p> <p>The proposals are expected to make walking and cycling more attractive including for people with mobility and visual impairments.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>To inform the scheme design, experience was drawn from a wide variety of other schemes across Oxford where the aim was to improve the environment for cyclists and pedestrians e.g. Frideswide Square, side road entry treatments along many of the city's main roads, Toucan crossings and shared use facilities etc etc</p> <p>Officers also conducted preliminary engagement with Active Travel England inspections team and the Oxfordshire Vision Zero Cycle Safety Group.</p> <p>Given that the detailed design is not yet completed, feedback from this consultation will be used as intelligence to address concerns that people in protected characteristic groups may be negatively affected e.g. careful design of any shared footway to minimise the chance of conflict between cyclists and pedestrians.</p> <p>Officer responses to concerns about possible negative impacts on pedestrians are set out in the Cabinet Member Decision's report that this EIA is an annex to.</p>

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Designing enhancements to the Botley Road that involved no shared use facilities was considered earlier on. However this either mean that all cyclists were required to use the main carriageway which will be very busy with traffic or one of the tunnels is used only for cyclists and one only for pedestrians. This would not be possible to enforce and would not therefore eliminate conflict. Also it would introduce additional crossing movements of Botley Road which for pedestrians in particular would be undesirable.</p>
--	---

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Overall, people are unlikely to be disproportionately impacted by the scheme based on their age.</p> <p>Facilities for pedestrians and cyclists will be significantly improved compared to the current situation and any potential conflicts between cyclists and pedestrians on the shared footway areas will be minimised by using experience from best practice design solutions elsewhere (including in Oxford)</p>	<p>Ensure there is clarity about which spaces are for cyclists and which are for pedestrians – using surfacing/materials, signage and markings.</p> <p>Involve representatives of the Oxford City Transport and Movement focus Group if clarity is needed as the design is finalised.</p> <p>A clear marking (Tactile if possible) showing the transition from cycle to pedestrian space will help mobility and visually impaired pedestrians to avoid walking in space allocated for cyclists.</p> <p>The road safety audit process as part of the design process/S278 highways approval submission will help reduce potential negative impacts for older people.</p>	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.

Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Overall, people are unlikely to be disproportionately impacted by the scheme based on disability.</p> <p>Facilities for pedestrians including those with mobility and visual impairments will be significantly improved compared to the current situation and any potential conflicts with cyclists on the shared footway areas will be minimised by using experience from best practice design solutions elsewhere (including in Oxford).</p> <p>Side road entry treatments are expected to make crossing of side roads easier and more comfortable for pedestrians.</p>	<p>Ensure there is clarity about which spaces are for cyclists and which are for pedestrians – using surfacing/materials, signage and markings.</p> <p>Involve representatives of the Oxford City Transport and Movement focus Group if clarity is needed as the design is finalised.</p> <p>A clear marking (tactile if possible) showing the transition from cycle to pedestrian space will help mobility and visually impaired pedestrians to avoid walking in space allocated for cyclists.</p> <p>The road safety audit process as part of the design process/S278 highways approval submission will help reduce potential negative impacts for older people.</p>	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and parents with infants/young children are unlikely to be disproportionately impacted by the scheme.</p> <p>These groups should find that the improved infrastructure for pedestrians and cyclists makes travelling along the Botley Road in this location a safer and more attractive experience.</p>	No actions/mitigations needed.	OCC/Network Rail design team	Monitoring of operation of scheme after scheme completion. Road Safety Audit post construction and post opening (stages 3 and 4) will be completed.
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their race.	Not applicable	Not applicable.	Not applicable.
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sex.	Not applicable	Not applicable.	Not applicable.
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their sexual orientation.	Not applicable	Not applicable.	Not applicable.

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People are unlikely to be disproportionately impacted by the scheme based on their religion or belief.	Not applicable	Not applicable	Not applicable
---------------------------	-------------------------------------	--------------------------	--------------------------	--	----------------	----------------	----------------

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	People who live in rural areas are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable	Not applicable
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Armed forces are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Carers are unlikely to be disproportionately impacted by the scheme.	Not applicable	Not applicable.	Not applicable.
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	By making walking and cycling along the Botley Road more attractive including to/from the city centre and the rail station, people living in areas of deprivation without access to a car will have better options for travel to employment, shopping, leisure and healthcare.	Not applicable	Not applicable	Not applicable

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Council staff are unlikely to be disproportionately impacted by the scheme.</p> <p>By making walking and cycling along the Botley Road more attractive including to/from the city centre and the rail station, options for travelling to council owned buildings in Oxford city centre and nearby e.g. County Hall, Rewley Road fire station, will be improved (including walking or cycling from Seacourt Park & Ride)</p>	Not applicable	Not applicable	Not applicable

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	If the proposals if approved, this Equality Impact Assessment will be reviewed as part of the detailed design, and with impacts to be monitored as part of the six-month Experimental Traffic Regulation Order consultation.
Person Responsible for Review	OCC/Network Rail Project Team
Authorised By	

