

RESPONSES TO CONSULTATION

RESPONDENT	COMMENTS	OFFICER RESPONSE
Member of public	<p>Becket Street is currently subject to regular illegal parking, especially in evenings, by several Domino's Pizza delivery cars which obstruct the cycle route on the west footway. Without strict enforcement Becket Street will become severely congested when used for two way traffic.</p>	<p>Noted. Enforcement is key in the success of the scheme and the Parking Control team are part of the project team and have been involved in discussions controlling / enforcing the traffic regulation orders required.</p>
Member of public	<p>Objects.</p> <p>Cyclists and pedestrians have a very strong preference to be separated where possible. The Square offers plenty of space to provide dedicated routes for both types of user.</p> <p>The Square is a major through route which cyclists will wish to travel fast through and good facilities should be provided. Very few cyclists want to cycle among buses and busy traffic. The proposed design does not appear to be an improvement on the current cycle lane arrangement. The narrow layout appears similar to that of Cowley Road where there have been many minor accidents and which puts many people off cycling.</p> <ul style="list-style-type: none"> • Concerned about narrow entries to the roundabouts. • Bike crossings adjacent to pedestrian crossings should be provided. • Locations of crossing points do not correspond with desire lines and this is seen as a main fault within the current 	<p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Adding in cycle lanes would add to the road width and result in higher vehicle speeds and less attractive conditions for cyclists.</p> <p>This proposed road design will result in much more pleasant conditions for cyclists on the road. But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>Officers do not agree that all cyclists want to be segregated from pedestrians or that it is always desirable to do that. In the case of this scheme</p>

	<p>design.</p> <p>The landscape element of the scheme looks good but a pleasant atmosphere in the Square will not be achieved by throwing people using different modes into conflict.</p>	<p>officers believe that cyclists and pedestrians will be able to share the space satisfactorily.</p> <p>Extensive monitoring of the Square has been undertaken during the preliminary design of the proposals to determine the desire lines – officers believe that the crossing points match these desire lines well both now and in the foreseeable future.</p>
<p>Member of public</p>	<p>Allowing cyclists to go anywhere in the Square sounds great, for them, but in practice relegates them to being second class users i.e. tolerated by pedestrians in the pedestrian area and by motorists on the roads. It is not clear from the plans how cyclists who approach in the main body of traffic are expected to access the pedestrian area?</p> <p>Segregated cycle lanes, linked to others on the entries / exits to the Square should be provided along with separate crossings adjacent to the pedestrian's crossings.</p>	<p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Adding in cycle lanes would add to the road width and result in higher vehicle speeds and less attractive conditions for cyclists.</p> <p>This proposed road design will result in much more pleasant conditions for cyclists on the road. But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>It is proposed to mark the shared areas with cycle symbols within paving slabs in the same materials as the rest of the works.</p> <p>There is a possibility that the surrounding roads</p>

		<p>such as Hythe Bridge Street and Park End Street may also be subject to improvements in the future and options do include for cycle lanes that will link with the Square.</p>
<p>Member of public</p>	<p>Objects.</p> <p>Does not believe that 'shared space' is in the interest of anybody. The proposal has a lot of open space and there is much potential to introduce segregated cycle paths and priority when crossing roads which would separate cyclists from pedestrians.</p> <p>More crossings would be needed to allow cyclists to navigate the roundabouts. Additional pedestrian crossings are also required on Hythe Bridge Street and outside the Royal Oxford Hotel for the design to be truly pedestrian friendly.</p>	<p>The design has as little road space as possible helping to create a low speed environment – cyclists should feel much more comfortable going through the area including the junctions.</p> <p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated.</p> <p>Noted. A courtesy crossing has been included in the proposals on Hythe Bridge Street and central islands have been incorporated outside the Royal Oxford Hotel to cater for pedestrian movements. This will allow people to cross the road in two sections by using gaps in traffic which it is predicted there will be plenty of.</p> <p>During the design process the impact on traffic of a formal crossing by the Royal Oxford Hotel was investigated. Adding a crossing here caused significant delays to traffic. This is one of the elements of the design that will be particularly closely monitored</p>

Member of public	<p>Agree that the Square desperately needs to be improved as it is presently a dreadful, traffic choked introduction to Oxford. Do not agree at all with the idea of making cyclists and pedestrians share space. There is enough room to give proper, segregated space for cyclists which should be prioritised. Motor traffic should be calmed and road space reduced as far as possible.</p>	<p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended.</p>
Member of public	<p>Welcomed that the design looks to simplify the current, complicated layout.</p> <p>However, it is disappointing that there are no segregated or dedicated cycle lanes.</p>	<p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Adding in cycle lanes would add to the road width and result in higher vehicle speeds and less attractive conditions for cyclists.</p> <p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended</p>

<p>Member of public</p>	<p>Overall design looks good. Care will be needed to manage cycle speeds and consideration for others in the areas shared with pedestrians.</p>	<p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended.</p>
<p>Thames Valley Police</p>	<p>No objections to the proposals. Need to ensure that all lines and signs are in accordance with The Traffic Signs and General Directions 2002 before the traffic orders come into force.</p>	<p>Noted.</p>
<p>Member of public</p>	<p>Does not see a clear route and segregation for cyclists. It has to be very obvious and use 'natural routeing' otherwise people will do what they do and pit cyclists v pedestrians and cyclists v drivers. There is plenty of room. Traffic flow will be improved by segregation and improved safety will encourage more people to cycle.</p>	<p>The intended route for cyclists will be indicated by dropped kerbs at entry and exit points.</p> <p>The proposed design has shared use cycle/pedestrian symbols repeated along the lengths of the shared areas to indicate to cyclists where they are to go and that they are allowed to be there but also that they need to share that space with pedestrians</p>
<p>Member of public</p>	<p>As a regular cyclist in Oxford, including Frideswide Square, I have been involved in several near misses in the semi pedestrianized zones of Oxford.</p> <p>Mixing pedestrians and cyclists should be avoided except where their paths cross at distinct points.</p> <p>The plan should be re-worked to provide cyclists with more space on the road thus reserving pavement areas for pedestrians.</p>	<p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Adding in cycle lanes would add to the road width and result in higher vehicle speeds and less attractive conditions for cyclists.</p>

		<p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended.</p>
Member of public	<p>The cycle routes are not clearly indicated on the drawings. It is important to have clear and safe cycle routes from under the railway bridge and through the whole Square. This currently has not been achieved.</p>	<p>The intended route for cyclists will be indicated by dropped kerbs at entry and exit points.</p> <p>The proposed design has shared use cycle/pedestrian symbols repeated along the lengths of the shared areas to indicate to cyclists where they are to go and that they are allowed to be there but also that they need to share that space with pedestrians</p>
Cyclist Touring Club (1)	<p>Objects to the proposals as the scheme does not cater for cycling through the Square.</p> <p>There is a good area of shared use proposed within the Square and this is to be welcomed.</p> <p>Main reasons for objecting;</p> <ul style="list-style-type: none"> • No cycle provision at the ends of the Square so through travel is not catered for, • Design is unattractive to cyclists so there will be an increase in illegal of footway cycling, • Mixing cyclists and buses on roundabouts of this size is not safe. The roundabout outside the station does not accord 	<p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Adding in cycle lanes would add to the road width and result in higher vehicle speeds and less attractive conditions for cyclists.</p> <p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe</p>

	<p>with any international best practice for busy junctions.</p> <p>To enable cycling to be made acceptable, the following links need to be provided;</p> <ul style="list-style-type: none"> • Connect both sides of Botley Road to the proposed shared use areas on both sides of the Square. • Connect the proposed shared use areas with both sides of Hythe Bride Street, Park End Street and Hollybush Row. <p>Other suggestions include;</p> <ul style="list-style-type: none"> • A shared use area across the front of the Royal Oxford Hotel, • Crossing points on the 2 arms of road outside the ROH plus a means of crossing Hollybush Row where it enters the Square. • Continue the current east bound on road cycle track across the station entrance to the proposed shared use area outside the Said Business School, • A crossing across the entrance to Becket Street to join up with the existing on road west bound cycle lane, 	<p>that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended.</p> <p>Officers do not believe that there will be a big increase in cycling on areas they are not allowed to be on i.e. immediately outside the buildings on both sides. This will be monitored and changes proposed if needed.</p> <p>Other suggestions for design changes noted although officers believe that current design balances the needs of all users in the best possible way.</p>
Member of public	<p>The design definitely looks more appealing than the current Square and likes the rows of trees proposed. Concerned with regards to the shared spaces and would prefer dedicated cycle paths like on the continent.</p>	<p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended.</p>
Member of public	<p>Objects on the grounds that cycling provision has been roundly ignored. The shared space offered is a recipe for conflict and is not fit for purpose. The entry and exit points for cyclists have been</p>	<p>Officers do not agree. Conditions on the road will be much improved with the design ensuring low vehicle speeds. The proposed shared use</p>

	ill defined or not defined at all.	areas will accommodate less confident cyclists who still do not want to use the road. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.
Member of public	Agrees with everything especially the desire for cycling to be allowed on the central areas to each side of the Square. This is critical and can be managed using signage on the surface itself.	Noted
Member of public	As a cyclist it will be very difficult to navigate through pedestrians on the Square. There also does not seem to be any improvements made to the approaches from Hythe Bridge Street, Park end Street and Botley Road.	There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated. This will be monitored and changes proposed if it doesn't work as intended. It is currently proposed that there will be cycle lanes on all of the main approach roads. The exact detail of the provision will be finalised during the construction design process.
Member of public	Objects, as a cyclist, to the poorly thought through shared use areas in particular where and how do cyclists re-join the carriageway. The reduction from more than 4 traffic lanes to 2 will lead to severe congestion and be seen as a very poor introduction to Oxford.	<p>The proposed shared use areas will accommodate less confident cyclists who still do not want to use the road. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>Extensive traffic modelling has been undertaken on the proposed layout and has concluded that removing the traffic signals and therefore multiple lanes for traffic will lead to overall improvements in traffic flows.</p>

<p>Member of public</p>	<p>Objects on the grounds of:</p> <ul style="list-style-type: none"> • The scheme will induce additional traffic on Botley Road, • It will worsen conditions for the bulk of cyclists. <p>Suggestions into creating a coherent route for cyclists include;</p> <ul style="list-style-type: none"> • Enlarging the western roundabout to create sufficient deflection and allow large vehicles to turn without over-running the central island, • Provide 4m wide approach lanes from Botley Road and Park End Street, • Provide continuous cycle lanes eastbound on Hythe Bridge Street and westbound on Park End Street, 	<p>Traffic flow and impact on bus services is something that will be very carefully monitored after the scheme is completed. If bus journey times are negatively affected because more people start driving along the route, there is scope to use traffic lights at the end of the bus lane at Binsey Lane and at the south end of the St Giles to help improve conditions for buses on the approaches to the area.</p> <p>Officers disagree that the scheme will worsen things for majority of cyclists. Conditions on the road will be better due to consistent slow speeds of vehicles. The proposed shared areas for cyclist and pedestrians on the paved areas will offer further options for safe and comfortable flow through the area by cyclists.</p> <p>The scheme designers do not believe that the western roundabout needs to be widened. This would have the effect of increasing speed through the junction which would create less comfortable conditions for cyclists and pedestrians. Similarly the width of the circulatory carriageway.</p> <p>Officers are expecting the scheme to deliver continuous cycle lanes approaching the square from Hythe Bridge Street and Park End Street.</p>
<p>Cyclox</p>	<p>Objects. Refer to Cyclist Touring Club summary above.</p>	<p>See response to CTC comments</p>

	<p>Preference would be to go back to basics and re-design the Square without the roundabouts.</p>	
<p>Member of public</p>	<p>Objects due to the failure of the plans to;</p> <ul style="list-style-type: none"> • Provide reasonable means for cyclists to enter and exit the proposed off carriageway shared space from any of the access roads, • Make the roundabouts safe and comfortable for cycling especially by unconfident or inexperienced cyclists, • Calm vehicular traffic sufficiently along the length of the 'boulevard', • Deter cyclists from on-footway cycling in non-shared spaces at either end of the Square. <p>The shared space area currently proposed should be reviewed within one year and regarded as an experiment.</p> <p>Hythe Bridge Street should be closed to all vehicular traffic which should be re-routed along Park End Street.</p>	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p> <p>Officers have previously considered re-routing traffic in the wider area. Initial modelling results concluded that closing certain streets like Hythe Bridge Street to traffic or making others one way led to a worsening of traffic congestion across a wider area. The latest design for the Frideswide Square scheme does not rule out making traffic</p>

		routing alterations in the future if the situation changes or requires it.
Oxford Pedestrians Association	<p>Very much in favour of re-designing Frideswide Square to create a city place worthy of Oxford, a better approach from the station and an environment which will be more pedestrian and cycle friendly. Also welcomes the;</p> <ul style="list-style-type: none"> • re-distribution of road space thus increasing the area available to pedestrians and cyclists. • Lowering of traffic speeds however remain concerned that outside of peak travel hours vehicle speeds may exceed the desired levels, • The planting of more trees to enhance the townscape and reduce cycle speeds and would welcome more trees and benches to enhance the sense of place. <p>Are not against the principle of shared space however there is a need to keep cycle speeds at an appropriately low level. Concerned that the adjacent narrow streets will suffer from unacceptably high levels of displaced traffic . Recommends that a comprehensive review be undertaken after the new Square has been in operation for 6 months with a view to establishing if the allocation of bus stops is working safely and efficiently.</p>	<p>Officers believe that the tight geometry of the design will ensure low vehicle speeds even at times of low traffic.</p> <p>Officers believe that the latest design strikes the right balance in terms of tree planting and seating. Too little will leave the space feeling barren and lifeless. Too much will clutter it up and</p>
Sustrans	<ul style="list-style-type: none"> • The proposed shared space area should be extended to tie in with the various crossings, • There should be a clear route through the area proposed as shared space for cyclists as well as pedestrians, • The crossing on the station approach road should be moved onto the desire line, • Greater attention needs to be paid to where and how cyclists will make the transition between the shared space and the carriageway. 	<p>Officers do not feel that tying in the shared use area with the crossings is sensible at this stage – there will be a concentration of pedestrians at these points and potential for unsatisfactory conflict. This should be avoided especially given that pedestrians will need to be concentrating on crossing the road. Locating the crossing closer to the roundabout is likely to create unsatisfactory delays at the junction. Moving it closer to the station would be</p>

		<p>of no use to pedestrians not visiting the station.</p> <p>Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas from the carriageway.</p>
OXTRAG	<ul style="list-style-type: none"> • Noted that the layout does not take into account the station proposals therefore how robust is the design to accommodate the First Great Western proposals, • Low level planters will form a trip hazard for visually impaired persons, • Planters with trees should have a straight edge to them. How are these to be clearly highlighted / easily identified, • No guidance paths are shown across the Square to the road crossing points. These paths should extend from the building lines to the tactile paving. (The cross site markings that do not lead to crossing points should be removed). • Water feature may be a trip hazard and absorb background noise / distract attention from carriageway noise. • Street furniture should be contrasting in colour, tonal value and material to the surrounding environment. Different seat heights and arms should be included to assist standing from a seated position. • Do not encourage cycles on pavements by adding cycle logos (including metal plates or studs), 	<p>The Frideswide Square scheme does take into account the Masterplan for the redeveloped rail station – it is considered to be entirely compatible with what is proposed.</p> <p>Low level planters will be concentrated in strips to help people with visual impairments know when to expect them, once the new layout is learnt. They will be easy to pick up for those using canes for assistance in getting around.</p> <p>Guidance paths are shown in the design. The paths leading to the crossing points have been made stronger in the latest design shown in Annex 4 – they will be made of stone that is ridged and therefore easier to detect than what was previously proposed. The bands of paving not leading to crossings will be made of lighter and smoother paving to avoid confusing people with limited visibility.</p> <p>There will be ‘bridges’ across the water feature that coincide with the tactile guidance paths to avoid it becoming a trip hazard. Detailed design of the feature will seek to keep to an absolute minimum the possible difficulties associated with it for people with visual impairments.</p>

		<p>Whilst officers believe that the areas of shared use will work well in terms of interaction between cyclists and pedestrians and even those with visual impairments, this will be monitored to assess the success of the design after completion. There will be a zone next to the buildings on either side of the square which will be pedestrian only and therefore act as a 'safe zone' for those with visual impairments.</p> <p>Officers will work with representatives of those people with sensory and mobility impairments to make sure the materials and final construction layout is as helpful as it can be for those groups. After construction the county council will consider how training of people who might struggle to use the new layout can be offered.</p>
Member of public	<p>Concerned with regards to the safety of cyclists and the integration of design with other developments in the city such as the Station Masterplan.</p> <ul style="list-style-type: none"> • Likes the large shared use areas to both sides of the Square but it is not clear what a cyclist does at the roundabouts, • There is currently a safe and easy cycle access route to the station from Oxpens Lane via the Becket Street car park. This needs to be maintained. 	<p>The Frideswide Square scheme takes into account the Masterplan for the redeveloped rail station – it is considered to be entirely compatible with what is proposed.</p> <p>Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas from the carriageway.</p>
Member of public	<p>Strongly opposed to the design.</p> <ul style="list-style-type: none"> • Redesigning the Square, in conjunction with Botley Road rail bridge, Westgate centre rebuild etc, is an opportunity to provide a high quality cycle route from East Oxford that would encourage more residents to cycle, 	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing</p>

	<ul style="list-style-type: none"> • The 'shared' approach is not one which provides safe cycling conditions. It also makes pedestrians more likely to encounter conflict with cyclists, • There is potential space for protected cycle lanes. 	<p>20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p>
<p>Member of public</p>	<p>Fully supports the limiting of loading, unloading and stopping vehicles within the area. Disappointed that the proposals do not take advantage of the opportunity to provide dedicated cycle facilities. More pavement space appears to have been given to business at the expense of pedestrians and cyclists.</p>	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not</p>

		<p>enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p>
<p>Cycling Embassy of Great Britain</p>	<p>Objects to the proposals.</p> <ul style="list-style-type: none"> • Design should involve dedicated cycle provision separated from both carriageways and footways. • Cycling is simply ignored as a mode of transport at the roundabouts in this scheme with no obvious passage through them. There should be clear paths for cycling, separate from motor traffic, with perpendicular crossing points on the arms of the roundabouts. 	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p>

<p>Member of public</p>	<p>This is a terrible scheme for cyclists and not great for pedestrians. Cyclists should be catered for using protected, segregated space. Cannot see how this scheme makes the Square 'significantly' better to cycle in than at present since it provides no cycle infrastructure to make it so.</p> <p>Likes the landscaping but would be happy to sacrifice some trees and fountains for better infrastructure.</p>	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p>
<p>Member of public</p>	<p>Objects.</p> <p>The design is not suitable for cycling. Shared space is not appropriate in this location and a proper cycle lane through and around the Square needs to be created.</p>	<p>The proposed shared use areas will accommodate less confident cyclists who do not want to use the road. Officers do not believe that the off carriageway facilities need to be fully segregated from pedestrians. There are a number of examples elsewhere in Oxford where cyclists and pedestrians share space together successfully without the need for the route/area to be segregated.</p>

<p>Member of public</p>	<p>Objects to the proposals as they are not sufficiently good for cyclists. A dedicated lane is needed along with better approaches.</p>	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored and changes proposed if it doesn't work as intended e.g. if cyclists regularly use the pedestrian only spaces.</p>
<p>Cyclist Touring Club (2)</p>	<p>Objects to the Traffic Regulation Orders because of concerns for the retail vitality of small businesses on the Square.</p> <p>Objects to the conversion of areas of footway to shared use;</p> <ul style="list-style-type: none"> • Lack of clear routing for cyclists, • Omission of dropped kerbed or ramps, • There is not adequate consideration or provision at the corners of roundabouts. <p>Objects to the bus stop clearways,</p> <ul style="list-style-type: none"> • Cyclists will effectively be obliged to ride outside the 	<p>The loading bay that currently exists on the south side of the square close to Becket Street is being removed but replaced close by at the north end of Becket Street. Another loading bay is also being provided at the north end of Hollybush Row. This is more provision than exists currently and potentially more convenient in terms of distance that goods need to be moved.</p>

	<p>clearways in a position that is rarely acceptable. Roundabouts are threatening places for cyclists. If cyclists are to use them best practice is to bring the cyclist onto a road where there isn't room to overtake with the cycle lane up to it 'mandatory' rather than 'advisory'.</p>	<p>This proposed road design will result in much more pleasant conditions for cyclists on the road, even taking into account the bus stop clearways.</p> <p>The proposals are based on a deliberately tight geometric layout and that, along with the existing 20mph speed limit remaining, will result in a constant, low and safe vehicle movement through the Square. The design speed for the scheme is 12-15mph. Officers believe therefore that the roundabouts and the Boulevard will provide a much improved experience for a wide range of cyclists.</p> <p>But the shared use proposals are an acknowledgement that some people will still not enjoy cycling on the road as proposed. Dropped kerb arrangements will be included within the final design where cyclists will be able to enter / exit the shared use areas.</p> <p>The scheme will be monitored including of course at the roundabouts and changes proposed if it doesn't work as intended.</p>
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