

## Appendix B: Comments from individuals on proposals for New Oxford Street (question 10)

Topic	Comment	No.	Officer response
<b>General</b>	Support for proposals	27	Comment noted.
	Keep street unchanged	16	There is a clear case for making changes to the street. There is a clear case for making changes to the area. The proposals would provide good value for money and have a strong business case based on reducing casualties, reducing travel times for bus passengers and providing a better environment for walking and cycling.
	No support for proposals	6	Comment noted.
	Waste of money	6	There is a clear case for making changes to the area. There is evidence of issues that need to be addressed including road safety, traffic congestion and a poor environment for walking and cycling.
<b>Pedestrians</b>	Support increased pedestrian priority / better crossings / diagonal crossing	25	Comment noted.
	Support safer and wider pavements	13	Comment noted.
	Do not widen pavements / reduce clutter instead	9	Comment noted.
	Support removing street clutter	5	Comment noted
	Widen pavements and plant trees in New Oxford Street / High Holborn all the way to Holborn tube	4	Unfortunately, there is insufficient space to widen the pavements or plant trees on New Oxford Street.
	There are enough pedestrian	4	No additional pedestrian crossings would be provided on New

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	crossings on New Oxford Street		Oxford Street; the pedestrian crossings would be more direct and relocated to more convenient locations.
	Need better paving	4	The proposals would include improving the pavements on New Oxford Street.
	Need to have shorter waiting times for pedestrian crossings and enough time to cross street	3	All pedestrian crossings would have pedestrian countdown which would make it safer and easier for pedestrians to cross.
<b>Cycling</b>	Need segregated cycle lanes / space for cycling on New Oxford Street	50	To provide segregated cycle lanes in New Oxford Street would require the removal of one of the two eastbound traffic lanes. Traffic modelling predicted that this would lead to unacceptable delays to traffic including buses.
	Better permeability for cyclists along New Oxford Street between Museum Street / Coptic and Shaftesbury Avenue	4	Following comments in the public consultation, improvements to cycle routes around New Oxford Street have been made. A new high quality cycle route has been included with a new cycle two-way crossing of New Oxford Street at Coptic Street to Grape Street this would link with the cycle crossing of High Holborn to provide access to / from Endell Street. This would provide a direct link from Bloomsbury Way / New Oxford Street to Endell Street.
<b>Road safety</b>	It will be safer for disabled people and small children	5	Comment noted.
<b>Buses</b>	Reduce / remove number of empty running buses in Oxford Street and New Oxford Street	8	Transport for London is responsible for bus routes and frequency in London. As part of the proposals to move bus routes from Gower Street to TCR, the number of buses on New Oxford Street would be reduced. There are currently 170 buses an hour on New Oxford Street this would be reduced to 110 an hour.
<b>Taxis</b>	Taxis should be allowed in New	3	Taxis are not currently allowed in these bus lanes as they are

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	Oxford Street westbound bus lane and Vernon Place and Bloomsbury Way		used by large numbers of buses and cyclists. Allowing taxis in these bus lanes would lead to congestion and delays to buses and cyclists.
	Need taxi rank near TCR station / more taxi ranks	3	The taxi rank near TCR station on TCR is proposed to be moved from the eastern side to the western side to make it easier to access and increased in size from three to four taxi spaces.
<b>Pollution</b>	Measures will cause congestion and pollution	13	The traffic impacts of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. As a result it is likely that there would be less congestion and better air quality.
<b>Traffic flow</b>	Close New Oxford Street area to non-public transport	4	Making New Oxford Street for buses and cycles only has not been assessed as part of this project.
	Do not exclude vehicles or favour pedestrians and cyclists	3	Camden's Transport Strategy has clear policies to promote and prioritise walking and cycling. Increasing the number of people that walk and cycle would help to reduce traffic congestion, overcrowding on public transport and improve air quality.
	Reduce / restrict traffic further with more priority for walking and cycling	3	More radical changes on New Oxford Street (e.g. wider pavements or segregated cycle lanes) would require the removal of one of the two eastbound traffic lanes. Traffic modelling predicted that this would lead to unacceptable delays to traffic including buses.
<b>Public space</b>	More green space / trees	10	Providing trees or other greening on New Oxford Street would require wider footways. This would require the removal of one of the two eastbound traffic lanes. Traffic modelling predicted that this would lead to unacceptable delays to traffic including buses.
	More benches / seating including	4	Providing seats on New Oxford Street would require wider

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	near bus stops		footways. This would require the removal of one of the two eastbound traffic lanes. Traffic modelling predicted that this would lead to unacceptable delays to traffic including buses.
<b>Other</b>	Unclear about proposals	4	Comment noted.
	Improve carriageway surface	3	Resurfacing the carriageway is included as part of the proposals for New Oxford Street