

Oxford City Council and Oxfordshire County Council

**Oxford City Centre Movement and Public
Realm Strategy**

Report of Members' and Stakeholders Workshop I

October 2017

Project Code: 03001

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Contents

Section	Page
1 Executive Summary	1
2 Introduction	3
2.1 Setting the Scene	3
3 Workshop Arrangements	4
3.1 Venue	4
3.2 Participants	4
4 Methodology	5
4.1 Workshop Structure	5
5 Outcomes of the Workshop – Appraisal Themes	6
5.1 Introduction	6
5.2 Members' – Potential Appraisal Themes	7
5.3 Stakeholders – Potential Appraisal Themes	10
5.4 Summary	21
6 Outcomes of the Workshop – Issues and Visioning	22
6.1 Members' – Issues and Visioning	22
6.2 Stakeholders – Issues and Visioning	28
6.3 Summary	43



Appendices

Appendix A	Members and Stakeholders Invitations	45
Appendix B	Workshop Presentation	46



I Executive Summary

I.1 Venue and participants

1.1.1 The workshops took place at Oxford Town Hall (Long Room, St Aldate's, Oxford, OX1 1BX) on Wednesday, 4th October 2017. A session for members ran between 14:00 and 16:00 hrs and then a session for key stakeholders' session between 17:30 and 19:30 hrs.

1.1.2 A total of 21 people attended the Members' event and 33 the stakeholder event.

I.2 Workshop Structure

1.2.1 The workshops were divided into three parts; Part 1 included a presentation of the existing situation, Part 2 included a presentation and workshop session looking at existing options and potential appraisal themes and Part 3 included a workshop discussing future visions and ideas.

1.2.2 The workshop structure and content are presented in more detail in Chapter 4 of this report.

I.3 Summary of Workshop Outcomes

Appraisal Themes

1.3.1 Although members and stakeholders set down a broad range of desirable outcomes during this part of the workshop, in general there appeared to be agreement that the five headings as proposed in the CIHT/DfT review would form an appropriate structure for the appraisal of options:

- Inclusivity
- Movement
- Public Realm
- Safety and Public Health
- Economy

1.3.2 In the next stage of the study we will prepare a more detailed appraisal framework, taking into account the comments made by members and stakeholders, the availability of data and the ability to produce objective assessments, for discussion and agreement with officers.

1.3.3 The appraisal themes are presented in more detail in Chapter 5 of this report.



Issues and Visioning

- 1.3.4 A large range of comments emerged from the visioning exercise, including a range of geographical locations across the city centre and beyond.
- 1.3.5 The key common themes emerging are summarised below and presented in more detail in Chapter 6 of this report:
- **Cycling** – traffic free and segregated cycle routes
 - **Public transport** – problems with bus congestion
 - **Walking** - general pedestrian congestion / too narrow footways
 - **Public realm** – poor quality
- 1.3.6 The project team will continue to consider these locations in formulating options for the review.



2 Introduction

2.1 Setting the Scene

- 2.1.1 In September 2017 Phil Jones Associates (PJA) and with sustainable transport experts ITP were appointed to undertake a movement and public realm study for Oxford city centre on behalf of Oxford City Council and Oxfordshire County Council.
- 2.1.2 This study will inform the new Oxford City Council Local Plan, which will contain a strategy for development of the city up to 2036 and help inform a future update of Oxfordshire County Council's Oxford Transport Strategy.
- 2.1.3 To begin this dialogue, workshops were held for members and key stakeholders on Wednesday 4th October at Oxford Town Hall. The purpose of the workshops was to:
- Inform members and stakeholders about the process and timescale for the study
 - Present the consultants' initial assessments of the current options for city centre movement
 - Invite views of these options and further options for consideration
 - Invite views on the process by which options will be appraised
- 2.1.4 A dedicated email address was set up for the project (oxfordstudy@philjonesassociates.co.uk) and brought online two weeks before the event to manage all external correspondence relating to the study.



3 Workshop Arrangements

3.1 Venue

3.1.1 The workshops took place at Oxford Town Hall (Long Room, St Aldate's, Oxford, OX1 1BX) on Wednesday, 4th October 2017. Due to room capacity issues two separate workshops were held. The session for members ran between 14:00 and 16:00 hrs and then a session for key stakeholders' session between 17:30 and 19:30 hrs. Each workshop session followed the same structure.

3.2 Participants

1.1.3 A total of 21 people attended the Members' event and 33 the stakeholder event.

4 Methodology

4.1 Workshop Structure

4.1.1 The structure of the workshop, as it occurred, is given in Table 3-1 below. The presentation that was given during the event is included in the Appendices.

Table 4-1: Workshop format

Session	Format	Objectives
Introduction	Presentation	<ul style="list-style-type: none"> • Setting the scene introduction by Councillor Alex Hollingsworth • Background to the study by Martin Kraftl • Introductions to the PJA and ITP team • Clarifying objectives of the workshop • Illustrating structure of the event
Part 1 – Existing Situation	Presentation	<ul style="list-style-type: none"> • Presentation by Ian Stott from ITP setting out initial data collated as part of the study
Part 2 – Existing Options and Potential Appraisal Themes	Workshop Participants were asked to discuss potential appraisal themes. These were then summarised on a flip chart.	<ul style="list-style-type: none"> • Summary of current options; Option 1 –2025 Vision from the Oxford Transport Strategy and Option 2 - Oxford City Council Alternative Strategy (Alan Baxter) • Introduction to the potential appraisal themes • Group discussion about what desirable outcomes should guide the preferred option • Group discussion about how appraisal metrics could be grouped under the themes • Group discussion about how we should measure the outcomes
Part 3 – Visioning	Workshop Participants were asked to identify current problems and potential ideas.	<ul style="list-style-type: none"> • Working in small groups participants were asked to discuss problem locations and potential measures • Participants were asked to put numbered coloured stickers (red – bad, green – good) on a plan highlighting key locations and potential visioning ideas. These were then summarised on a flip chart.

4.1.2 Other than the introduction to the sessions which was addressed to the whole group, and the ‘Existing Situation’ presentation, the sessions took place in small groups, who discussed and responded to the information and questions presented to them.

4.1.3 Groups presented the conclusions of their discussions on maps and flip charts, the content of which is set out below.



5 Outcomes of the Workshop – Appraisal Themes

5.1 Introduction

- 5.1.1 A key aim of the project will be to evaluate options for the design and management of the streets and public realm making up Oxford City centre, and this will need to be carried out using an objective and (as far as practicable) measurable framework.
- 5.1.2 PJA is involved in emerging thinking on street improvement schemes being produced by the Chartered Institution of Highways and Transportation (CIHT), in association with the Department for Transport. This is being carried out as part of a review of ‘shared space’-type projects, which is expected to be published shortly
- 5.1.3 The review has appraised a number of completed designs against the following five topic areas which are linked to typical desirable outcomes. DfT is expected to commend this as a possible framework for local authorities to use in considering schemes.
- Inclusivity
 - Movement
 - Public Realm
 - Safety and Public Health
 - Economy
- 5.1.4 Members and Stakeholders were asked to identify the desirable outcomes for the city centre strategy, and consider whether they could be grouped under one of these five headings.



5.2 Members’ – Potential Appraisal Themes

5.2.1 Tables 4.1 – 4.3 below and the accompanying plans show the results of the Members’ group work, in their own words, undertaken in Part 2 – Potential Appraisal Themes.

Table 5-1: Table 1 - Appraisal Themes

Table	Themes
1	<ul style="list-style-type: none"> • Optimal use of space in city centre • Low carbon future (2035) / Air Quality • Experience / comfort • Heritage aspects • Speed not necessarily that critical • Journey time predictably better • Don't be shy about encouraging people to walk further • Schools/Universities

Figure 5-1: Table 1 - Appraisal themes

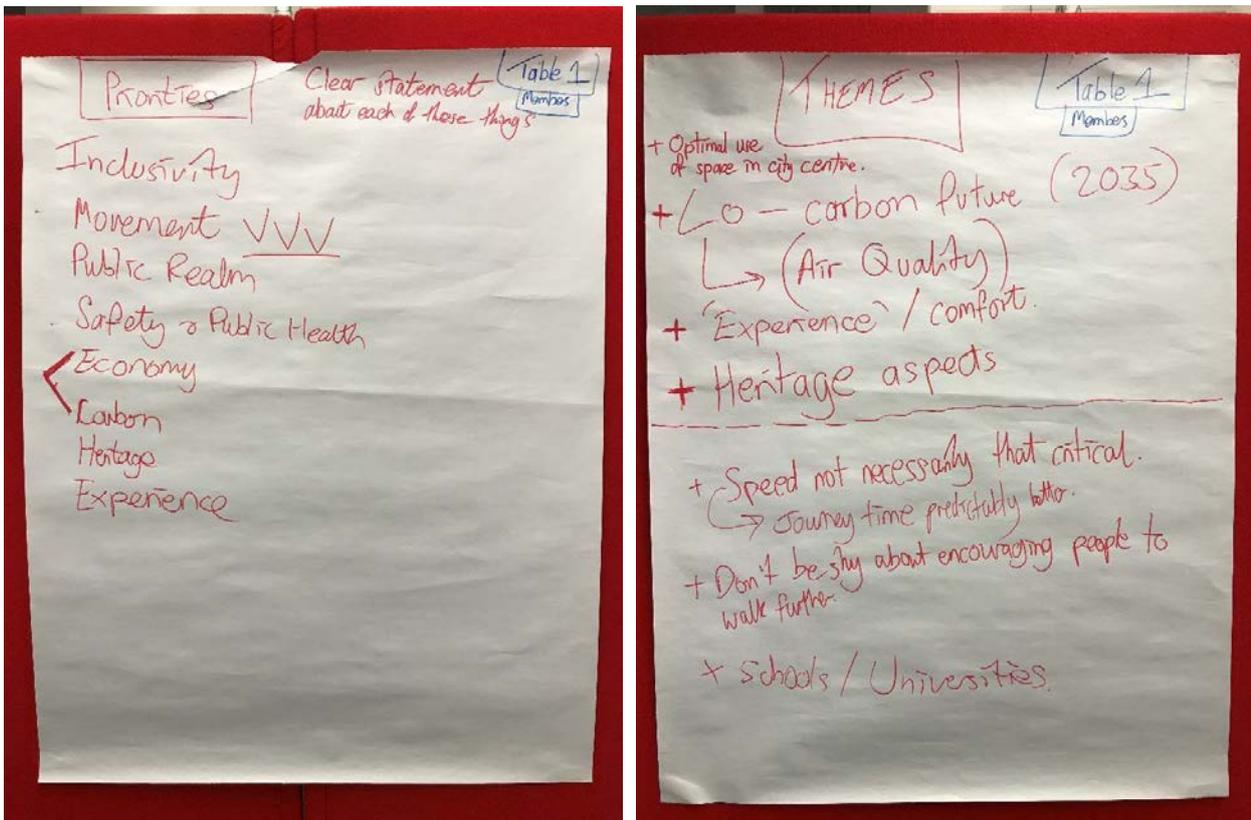


Table 5-2: Table 2 - Appraisal Themes



Table	Themes
2	<p><u>Movement through / access to the city</u></p> <ul style="list-style-type: none">• Level of congestion – journey time• Overall capacity• Footfall• Reliability of public transport timetable• Travel time (commuting from outside city) <p><u>Pedestrian levels / capacity for people</u></p> <ul style="list-style-type: none">• Pedestrian comfort – use of space – more pedestrian space• Options for 'rest' (volume) – various users – elderly – children <p><u>Inclusivity – disabled spaces</u></p> <ul style="list-style-type: none">• Too easy to drive to work <p><u>Economy – relate to movement along links</u></p> <ul style="list-style-type: none">• Accessibility / Inclusivity• Spend by visitor type

Figure 5-2: Table 2 – Appraisal Themes

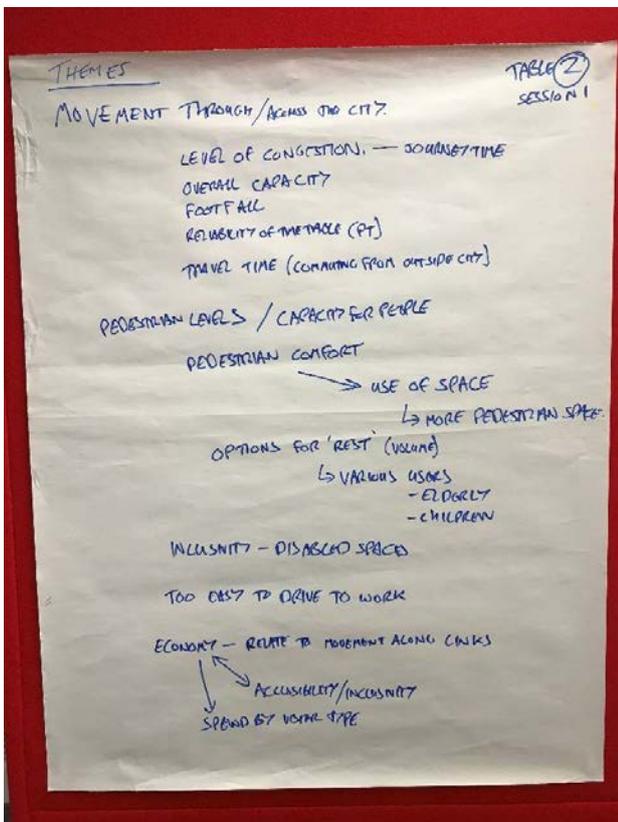
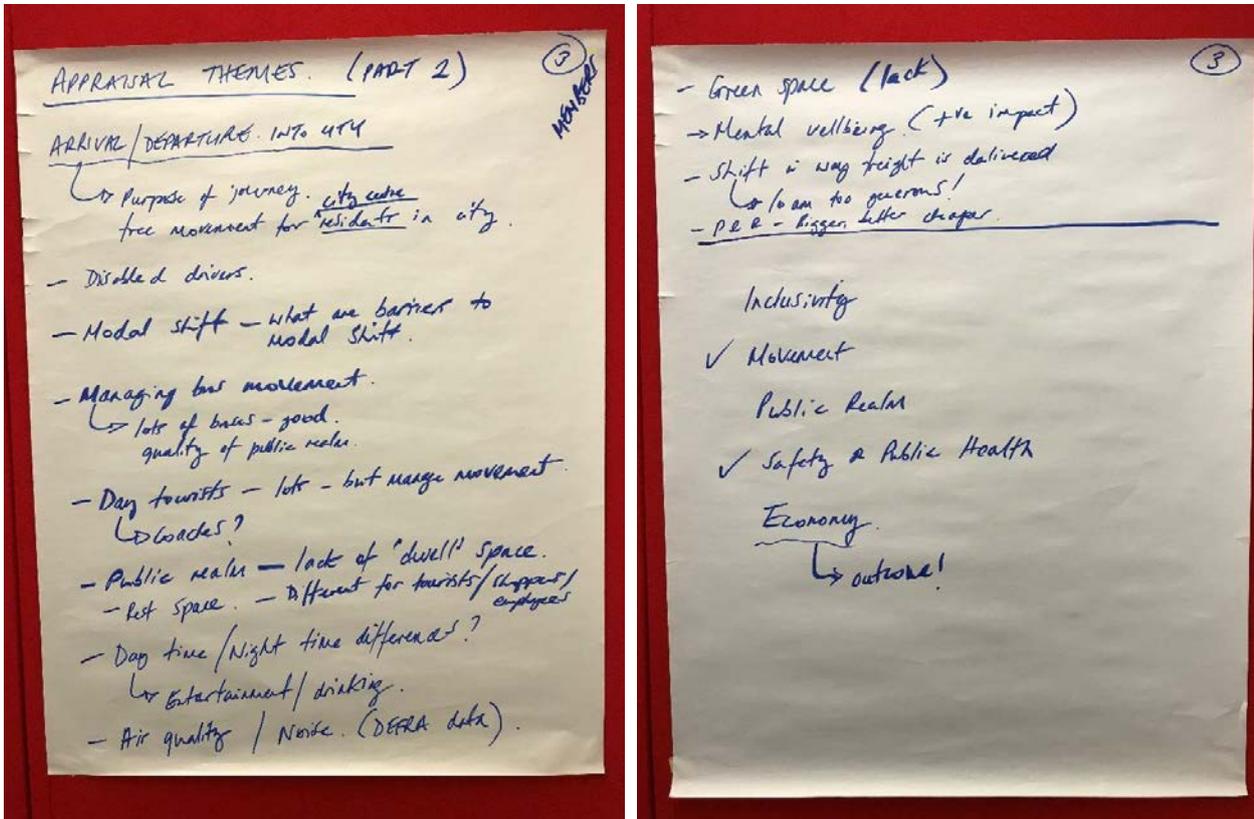




Table 5-3: Table 3 - Appraisal Themes

Table	Themes
3	<p><u>Arrival / Departure into city</u></p> <ul style="list-style-type: none"> • Purpose of journey • Free movement for city centre residents in city • Disabled drivers • Modal shift – what are barriers to modal shift • Managing bus movement – lots of buses – good • Quality of public realm • Day tourists (coaches) – lots – but manage movement • Public realm – lack of ‘dwell’ space • Rest space – Different for tourists / shoppers / employees • Day time / night time differences? • Entertainment / drinking • Air Quality / noise (DEFRA data)

Figure 5-3: Table 3 - Appraisal Themes





5.3 Stakeholders – Potential Appraisal Themes

5.3.1 Tables 4.4 – 4.9 below and the accompanying plans show the results of the stakeholders group work, in their own words, undertaken in Part 2 – Potential Appraisal Themes.

Table 5-4: Stakeholders Table 1 - Appraisal Themes

Table	Themes
1	<p><u>Safety</u></p> <ul style="list-style-type: none"> • Crossing road / Ped comfort calculation needed / Riding a bike • Perception of safety – cycle / pedestrian safely <p><u>Place</u></p> <ul style="list-style-type: none"> • Measure of public space available <p><u>Economy</u></p> <ul style="list-style-type: none"> • Tourism as metric. Make easier journeys for commuters • Tourists – Christ Church – limiting no. of tourists per hour • Tourism – How can we measure? <p><u>Inclusivity</u></p> <ul style="list-style-type: none"> • No. of changes of PT require a metric <p><u>Movement</u></p> <ul style="list-style-type: none"> • Movement – coaches – better management of coaches as metric • Modal choice – last mile – potentially for modal shift measure • Could we measure link to pedestrian comfort “storage space” for waiting? • Modal Shift, movement theme, as a metric (potentially) • Groningen/Amsterdam examples • Servicing – ease of servicing (metric) • Business / shops / university • No. of vehicles (capacity?)



Figure 5-4: Stakeholders Table 1 - Appraisal themes

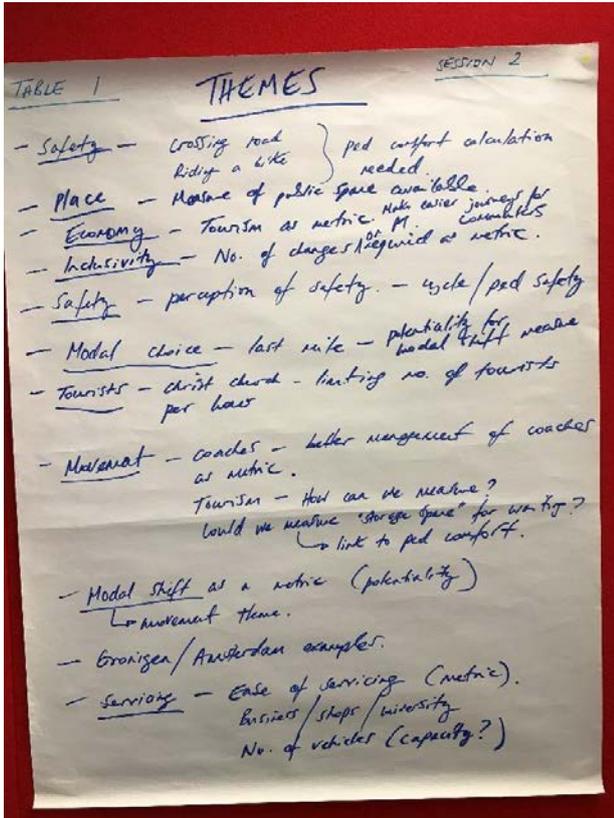




Table 5-5: Stakeholders Table 2 - Appraisal Themes

Table	Themes
2	<ul style="list-style-type: none">• Deliverability<ul style="list-style-type: none">– Financial– Realistic– Planning• Impact on Residents<ul style="list-style-type: none">– Noise– Air Quality– Visual• Public Acceptability• Evaluate on time of day + day of week• Pedestrian comfort from all points of view / users• Latent Demand• Not just looking at primary routes• Movement across city• Air quality• Public Realm<ul style="list-style-type: none">– Cleanliness– Street trading• Can we get mobile data?



Figure 5-5: Stakeholders Table 2 - Appraisal themes

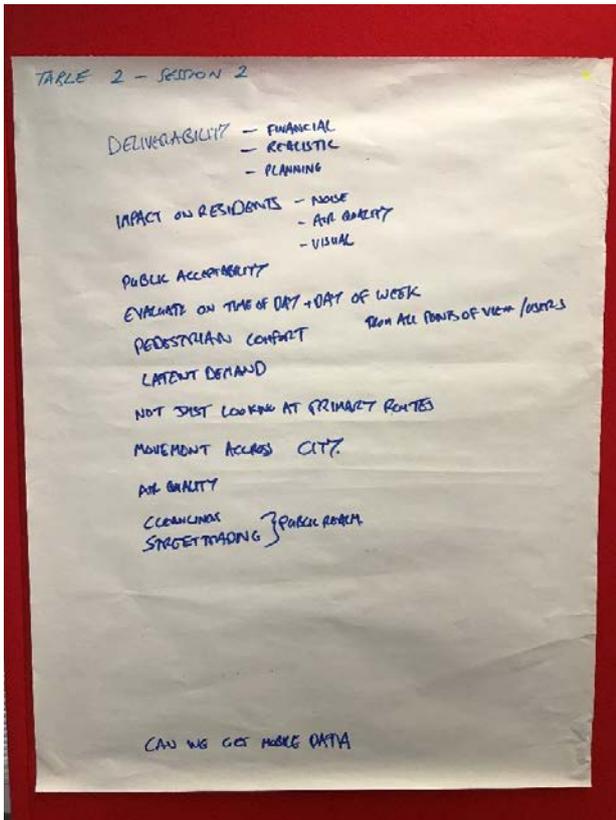




Table 5-6: Stakeholders Table 3 - Appraisal Themes

Table	Themes
3	<p data-bbox="272 360 453 389"><u>Desired Outcomes</u></p> <ul data-bbox="304 412 852 595" style="list-style-type: none"> • Accommodating growth (Oxpens / Botley) • More reliable journey times into and around Oxford • Accessibility (in a transport sense) to city centre • Through trip removal by private cars <p data-bbox="272 656 474 685"><u>Grouping of Themes</u></p> <ul data-bbox="304 705 820 889" style="list-style-type: none"> • Resilience – A34 impacts • Equity between different people and road users • Carbon and air quality (public health) • Perceived experience of insisting / travelling into <p data-bbox="272 949 485 978"><u>Measuring Outcomes</u></p> <ul data-bbox="304 999 1350 1218" style="list-style-type: none"> • Usage of green infra/Thames/Canal - @Freight traffic mix + time • Mode share <ul style="list-style-type: none"> – Experiential aspects of public realm – Extent (sq.m) of public realm (which is valuable) – Pak and ride journeys – how many people are using them instead of driving into the city centre



Figure 5-6: Stakeholders Table 3 - Appraisal themes

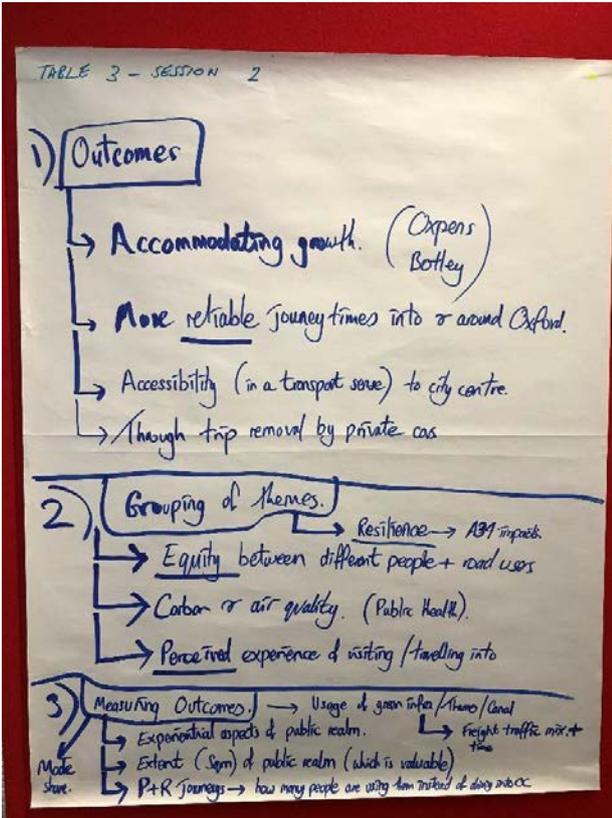




Table 5-7: Stakeholders Table 4 - Appraisal Themes

Table	Themes
4	<ul style="list-style-type: none"> ● Practicability / feasibility – The Plain roundabout not possible – interchange ● Waste <ul style="list-style-type: none"> – time spent in traffic (wasted) – Money spent – parking charge ● Health benefits – Air quality impact on public health. <ul style="list-style-type: none"> – Possibility to use HEAT tool? ● Economic benefit of cargo bike delivery <ul style="list-style-type: none"> – Transport costs – e.g. Water delivery! ● People capacity – but some may not need to go through city if transport system different ● Journey time – route is perhaps secondary ● Including perceived journey time of interchange ● Footway capacity <ul style="list-style-type: none"> – Hythe Bridge Junction – Cornmarket – but tourists too! – Maybe they will move away from Cornmarket ● Retail spend – if nicer public realm ● Surveys likely to be at a busy time ● Footfall data ● Hotel takings / bookings ● Additional information – do you like it? ● Business (pedestrians) not evenly distributed ● Inclusivity <ul style="list-style-type: none"> – Not just length of journey – Quality of experience is important ● Cycle parkway – Gloucester Green (1000 in Westgate – big increase)



Figure 5-7: Stakeholders Table 4 - Appraisal themes

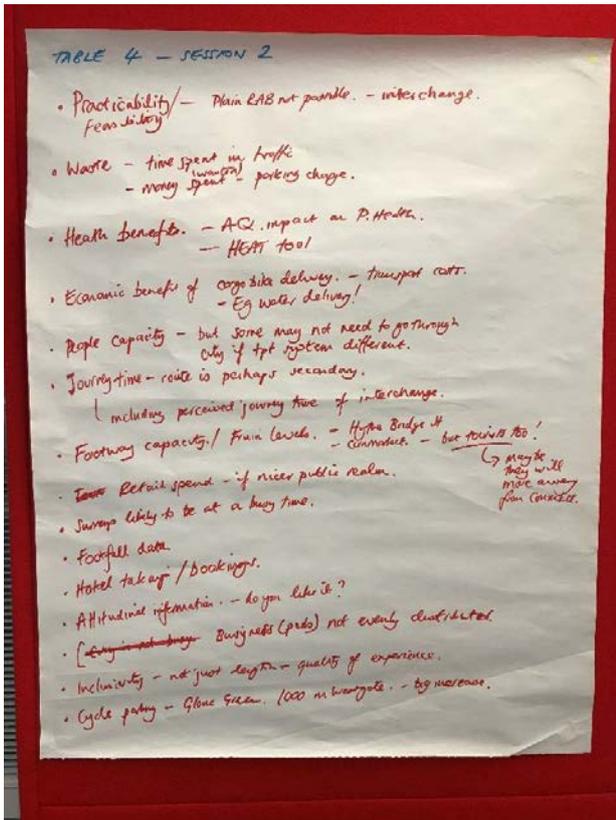




Table 5-8: Stakeholders Table 5 - Appraisal Themes

Table	Themes
5	<p data-bbox="272 360 453 389"><u>Desired Outcomes</u></p> <ul style="list-style-type: none"> <li data-bbox="304 414 754 443">• Improving the quality of the environment: <ul style="list-style-type: none"> <li data-bbox="400 459 671 488">– Greening (Soft landscape) <li data-bbox="400 504 1437 568">– Green corridors - potential of achieving this in Broad Street, St Giles – seating needs to be on the northern side <li data-bbox="400 584 1174 613">– Improve urban realm – particularly open spaces - Bonn Square / Broad Street <li data-bbox="400 629 874 658">– Aspect of seating in Broad Street / High Street <li data-bbox="304 683 456 712">• Movement: <ul style="list-style-type: none"> <li data-bbox="400 728 1437 792">– Recognise the need for an ‘imbalanced’ transport policy in favour of other modes – away from private cars/buses/taxis <li data-bbox="400 808 1437 873">– Improved connectivity, ensure this achieved in terms of physical movement and traffic/bus/modal changes <li data-bbox="400 889 847 918">– Cycling always conflicting with other modes <li data-bbox="400 934 663 963">– Cyclists need more space <li data-bbox="400 978 1098 1008">– Fewer Public Transport movements (vehicles) by increasing efficiency <li data-bbox="400 1023 866 1052">– Freer movement of cross city bus movements <li data-bbox="400 1068 818 1097">– Higher capacity vehicles (Zero emissions) <li data-bbox="400 1113 1401 1142">– Cycling & Pedestrians - Highly permeable routes, at times of high capacity cyclists need to dismount.



Figure 5-8: Stakeholders Table 5 - Appraisal themes

TABLE 5 - SESSION 2 (THEMES)

Outcomes we want to see:

- Improving the quality of the environment:
 - 1) Greening (soft landscape)
 - 2) Improve urban realm

Green corridors → aspect of seating in B Street, The High → potential of achieving this in Broad Street, St Giles

0 Spaces → Bon Square, Broad Street

seating needs to be on inside.

- Recognise the need for an 'imbalanced' transport policy in favour of other modes - away from private cars/buses/taxis.
- Improved connectivity, ensure this achieved in terms of physical movement + traffic/bus/mobility changes

Table 5.

- Cycling always conflicting with other modes. Cyclists need more space.

Outcomes:

- Fewer Public Transport movements by increasing efficiency (vehicles)
- Faster movement of cross city bus movements
- Higher capacity vehicles. (Zero emissions)

-

Cycling + Pedestrians

- Highly permeable routes, at times of high capacity cyclists need to dismount.

-



Table 5-9: Stakeholders Table 6 - Appraisal Themes

Table	Themes
6	<ul style="list-style-type: none"> • Increase in cycle share • No congestion – traffic flow • Stop trying to please everyone – not feasible <ul style="list-style-type: none"> – (indicators – e.g. air pollution) • Why ‘assume’ growth linked to carparking • Not please everyone – but fairness for most • ‘Congestion charge’ – to be considered • Fewer large vehicles / lorries. <ul style="list-style-type: none"> – Service by smaller vehicles – Link – out of hours delivery. All deliveries. • Wider pavements – more benches – more open spaces (traffic free) • Priorities - Walking; then cycling then public transport • But walking through and to the city centre are different things • Ban private car from city centre • Movement – people and freight are v different • Less traffic noise / Noise pollution • Safety – e.g. St Aldates • Vision of greater use of cycling as perception of now welcoming the city centre is <ul style="list-style-type: none"> – Issue: Quality not Quantity. People stay longer and spend more • Need for public education – e.g. cycle to school not car – Ban parking outside school • Stop through traffic – congestion zone • Higher car parking charges



Figure 5-9: Stakeholders Table 6 - Appraisal themes

TABLE 6 - SESSION 2 THEMES

Increase in cycle share.

No congestion - traffic flow.

Stop trying to please everyone - not feasible.
↳ indicators - eg air pollution

Why 'assume' growth linked to car parking

Not please everyone - but fairness for most.

'Congestion Charge' - to be considered.

Fewer large vehicles / lorries. Service by smaller vehicles.
↳ Link - out of hours delivery. All deliveries.

Wider pavements - move benches. → More open spaces / traffic free.

Priorities. Walking, then cycling then public transport.
But walking through and to the city centre are different things

Ban private car from city centre.

Movement - people + freight are v. different.

Less traffic noise / noise pollution.

Safety - eg St Aldates.

Vision of greater use of cycling as perception of how welcoming the city centre is.

Issue - Quality not Quantity. People stay longer + spend more.

Need for public education - eg cycle to school not car.

Stop through traffic - congestion zone
Higher car parking charges in centre. Ban parking outside schools.

5.4 Summary

- 5.4.1 Although members and stakeholders set down a broad range of desirable outcomes during this part of the workshop, in general there appeared to be agreement that the five headings as proposed in the CIHT/DfT review would form an appropriate structure for the appraisal of options.
- 5.4.2 In the next stage of the study we will prepare a more detailed appraisal framework, taking into account the comments made by members and stakeholders, the availability of data and the ability to produce objective assessments, for discussion and agreement with officers.



6 Outcomes of the Workshop – Issues and Visioning

6.1 Members’ – Issues and Visioning

6.1.1 Tables 5.1 – 5.3 below and the accompanying plans show the results of the Members’ group work, in their own words, undertaken in Part 3 – Issues and Visioning.

Table 6-1: Members Table 1 - Issues and Visioning

Table number	Summary
1	<ul style="list-style-type: none">• Conflict areas / bus congestion• ‘Hidden’ private workplace parking• Re-route coaches – Gloucester Green• Trams• Traffic free city centre• Segregated city centre cycle routes in from outlying areas• PT ticketing (off-bus)• Stop potential for through traffic in city centre – remove / limit potential for A34 disruption <p><u>Priorities</u></p> <ul style="list-style-type: none">• Inclusivity• Movement• Public Realm• Safety and Public Health• Economy• Carbon• Heritage• Experience



Figure 6-1: Members Table 1 – Issues and Visioning

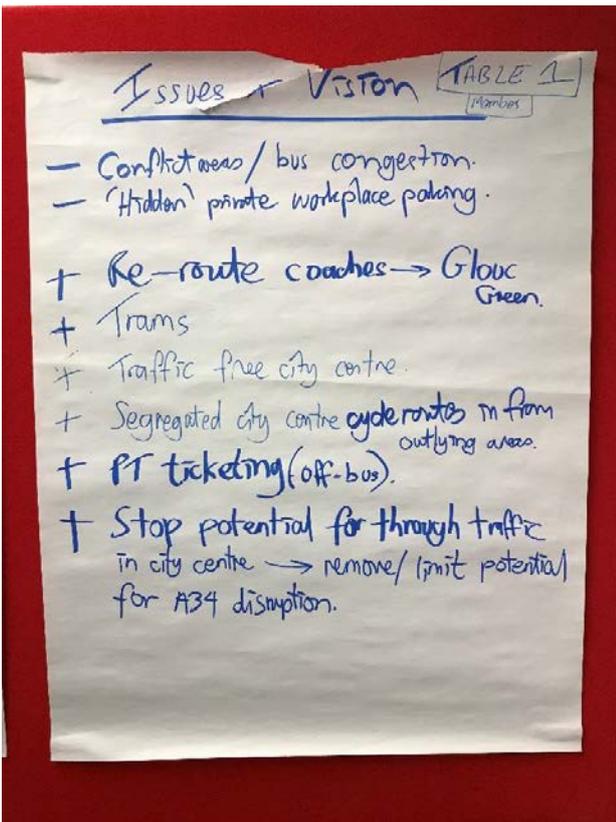




Table 6-2: Members Table 2 - Issues and Visioning

Table	Summary
2	<ul style="list-style-type: none"> • Red (1) - Too many tourist buses hanging around Gloucester Green • Red – Lack of communal public spaces for sitting • Red (2) - Too many buses on High Street / from East consolidation of private buses • Green (3) - Opportunity to improve public realm • General - Less cars in the city (like summer) • Red (4) – The Plain Roundabout - Major congestion point • Red (5) - Headington Hill – cycle barrier, opportunity to cycle • Green (6) - Jericho – take pressure from the city • Red (7) - Carfax tower – pedestrian safety issue • General - more cycle lanes • General - One-way system from North • General - Clear markings to show pedestrian / cycle areas / lanes • Green (8) – Like Frideswide Square • Green - Utilise canal and river network • General - Alan Baxter Circular Buses - Economically viable? • General - Still large volume of buses • General - Require very high frequency



Figure 6-2: Members Table 2 – Issues and Visioning

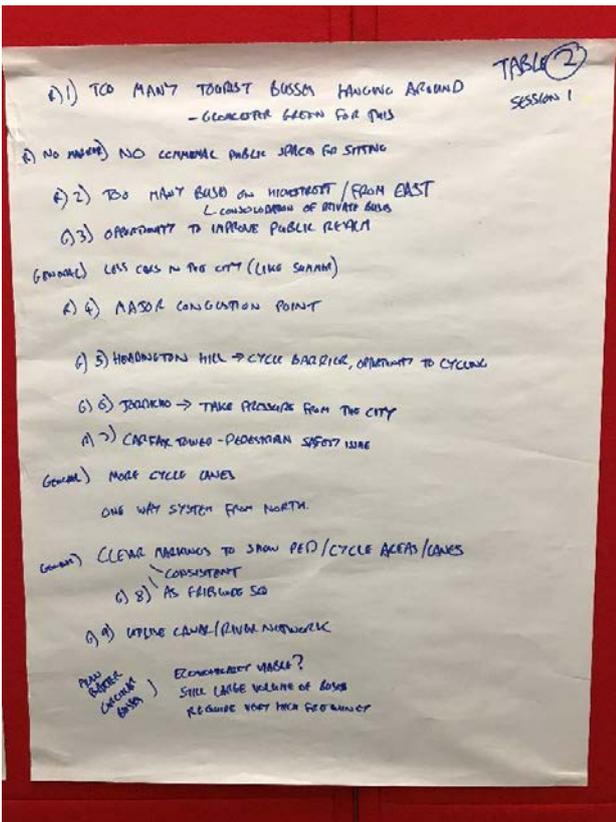




Table 6-3: Members Table 3 – Issues and Visioning

Table	Summary
3	<ul style="list-style-type: none"> ● Red (1 and 2) - Air quality particularly around St Clement / St Aldates <ul style="list-style-type: none"> – Solution – (Small) electric buses / Zero Emission Zone / Transit at P&R and transfer to electric buses ● Red (3) – Buses – Barrier to movement of pedestrians. Congestion at Carfax Tower ● Green (4) - Good dwell places, but need enhancement ● Green (5) - Remove parking from Broad Street (St Giles) / Bonn Square good for future dwell space ● Red (6) – Cornmarket – poor architecture. Don't like proposed (evening only) taxi rank following pedestrianisation of Queen Street ● Red (7/8/9) - Very congested – Magdalen Street / Beaumont Street ● Red (10) – Remove traffic lights at Broad Street / George Street junction. Consider pedestrianisation of Magdalen Street / Broad Street / George Street / Queen Street ● General - Frequency of service is key to buses - encouraging modal shift – like the tube ● General – Like Amsterdam precedent of car / bus only lanes ● Green (11) – Introduce traffic control points <ul style="list-style-type: none"> – West – Hythe Bridge Street? – Further west? Station bridge – North – North of St Giles – East – The Plain – South – Foley Bridge ● Green (12) – Potential underground car park location (2035) – for driverless cars / vehicles ● Red (13) – Buses go too fast on High Street <ul style="list-style-type: none"> – Solution – 5mph limit



Figure 6-3: Members Table 3 – Issues and Visioning



PART 3 - ISSUES & VISIONING ③

1 } Red - Air quality *st Clements. Arndates.*
 2 } ~~Red~~ solution - (Small) electric buses *Also ZEE*
 Transit at Pic R and transfer to electric buses.

3 - Buses - Barrier to movement of *Ad.* Congestion at Calfax tower.

4 - Good dwell places - Need enhancement.

5 - Remove parking from Broad street. / ~~square~~ *square*
good for

6 - Cornmarket - Poor architecture *good for*
~~meanly taxi rank!~~
 ↳ Evenings only following pedestrianisation of Queen Street.

Not 2025!

7/8/9 - Very congested.

10 - Remove traffic lights
 - Pedestrianisation.
 ↳ Magdalen street / Broad Street
 George Street / Queen Street.

Frequency of service is key to buses *encouraging modal shift* ③
 ↳ Like the tube.

- Amsterdam - car/bike only lanes

11 - Traffic control points
 West - Hythe Bridge Street? - Further west? *Station bridge*
 North - North of St. Giles
 East - The plain
 South - Foley Bridge

12 - ~~the~~ underground car park - for diversest cars/vehicles opportunity location.

13 - Buses ~~are~~ go too fast on High Street.
 5mph limit



6.2 Stakeholders – Issues and Visioning

6.2.1 Tables 5.4 – 5.9 below and the accompanying plans show the results of the stakeholders group work, in their own words, undertaken in Part 3 – Issues and Visioning.

Table 6-4: Stakeholders Table 1 - Issues and Visioning

Table	Summary
1	<ul style="list-style-type: none"> ● Red (1) - High Street – pavement congestion ● Red (2) - Station – Narrow Bridge – key east – west route ● Red (2a) - Queen St – can't go through by bike ● Red (3) - St Aldates – too many buses. Narrow footways ● Red (4) - Move railway station and new bridge across railway + pedestrian / cycle /public transport at Osney Meads) – should be multimodal interchange ● Red (5) - Speedwell Street – poor public realm ● Red (6) - Magdelen St junction – v poor ● Green (7) – Frideswide Square – good – all like. ● Red (8) - George St junction – dangerous for cyclists ● Red (9) - Cornmarket – poor architecture / doesn't make most of pedestrianisation / poor quality seating next to bins! ● Red (10) - Carfax – tourists lingering / no taxi rank ● Red (11) - Beaumont Street – poor crossing facilities ● Red (12) - Botley Road – cycle fatalities ● Red (13) – Key north – south and east – west routes through the city need improvement ● Red (14) - New Broad Street junction – no traffic lights – we like this! ● Green (15) - Good cycle / pedestrian route. Need to see more of this / Extra similar links needed <ul style="list-style-type: none"> – * = New route needed ● Green (16) - Cowley link by railway to reduce road congestion ● Green (17) - Flood channel – potential for pedestrian / cycle route (located to the west) <p><u>Vision ideas:</u></p> <ul style="list-style-type: none"> ● Consider potential for trams – North -South and East-West routes – alternative to BRT? ● Gloucester Green - tourist coaches drop off / set down only. Enabled by new bus interchange at railway station (4) ● Restrict cars into centre ● BRT ● Franchising System – Public transport (needed to help sort out routes)



Table	Summary
	<ul style="list-style-type: none"> ● Public realm – opportunity for enhancement of Worcester Street car park <ul style="list-style-type: none"> – Restore as marina / canal basin ● The Plain roundabout - Light rail from Cowley to station to help reduce pressure <ul style="list-style-type: none"> – Station @ South Hinksey + Rose Hill stop – no potential for interchange (too constrained) ● Currently too much emphasis on bus – need to consider alternatives / need a more balanced strategy to 2035 ● Business - improve access for servicing and make deliveries more efficient ● Location 8 – Hythe Bridge Street - problem if Queen Street pedestrianised ● Unnecessary looping needs to be improved ● Public Realm – rear of covered market needs to be improved! ● Extend study area boundary to include Osney Mead + The Plain + Banbury Road junction

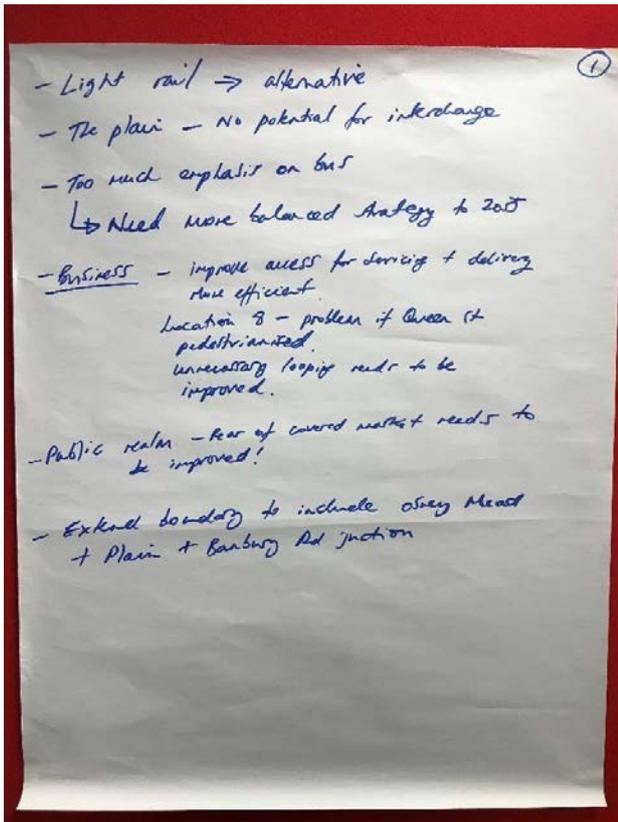




Table 6-5: Stakeholders Table 2 - Issues and Visioning

Table	Summary
2	<p data-bbox="271 360 512 389"><u>East West – Cycle Route</u></p> <ul style="list-style-type: none"> <li data-bbox="304 412 1436 477">● Red (1) - poor junctions for cycling (High Street / Longwall Street / Broad Street / George Street / Hythe Bridge Street) <li data-bbox="304 499 687 528">● Red (2) - No cycling! (Queen Street) <li data-bbox="304 551 1337 580">● Red (3) - Poor environment / buses / long distance coaches / pavement width / bus stops (St Aldate's) <li data-bbox="304 602 1394 631">● Green (4) - Opportunity for improved public realm (Blue Boar Street / King Edward Street / Brasenose Lane) <li data-bbox="304 654 948 683">● Green (5) - Bike opportunity (Parks Road to South Parks Road) <li data-bbox="304 705 783 734">● Green (6) - Demolish buildings (Bonn Square) <li data-bbox="304 757 858 786">● Red (7) - Bus turning in Oxpens not Gloucester Green <li data-bbox="304 808 951 837">● Red (8) - Pedicabs to make short journeys (Cornmarket Street) <li data-bbox="304 860 1062 1068">● General - Minimal restrictions on car movement <ul style="list-style-type: none"> <li data-bbox="395 904 1062 934">– In conjunction with Work Place Parking Levy / Zero Emission Zone <li data-bbox="395 956 730 985">– Awareness of essential journeys <li data-bbox="395 1008 571 1037">– Car share Lanes <li data-bbox="395 1059 799 1088">– Intelligent / congestion based charging <li data-bbox="304 1090 895 1120">● Red (9) - Drop off area becoming abused (Market Street) <li data-bbox="304 1142 863 1171">● Green (10) - Public realm opportunity (Market Street) <li data-bbox="304 1193 874 1223">● Red (11) - Narrow + too many buses (Magdalen Street) <li data-bbox="304 1245 687 1274">● Red (12) - Tourist Coaches (St Giles) <li data-bbox="304 1296 879 1326">● Green (13) - Cycle and pedestrian bridge (Osney Mead) <li data-bbox="304 1348 831 1377">● Green (14) - Cycle route opportunity (Thron Walk) <li data-bbox="304 1400 632 1429">● Red (15) - Pedestrian comfort <li data-bbox="304 1451 759 1480">● Red (16) - Future pinch point (Botley Road)



Figure 6-5: Stakeholders Table 2 – Issues and Visioning

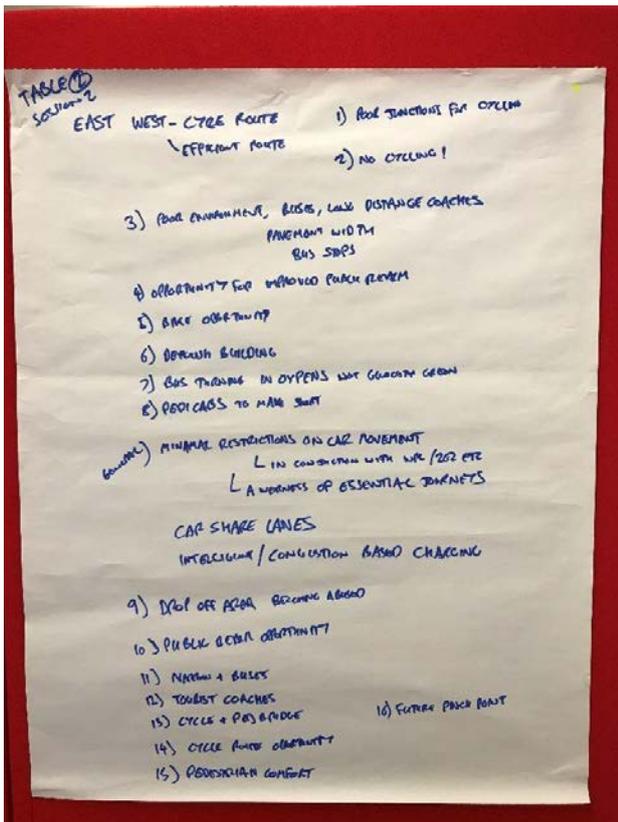




Table 6-6: Stakeholders Table 3 - Issues and Visioning

Table	Summary
3	<ul style="list-style-type: none"> ● Red (1) - Osney Mead connectivity ● Green (2) - Oxpens bus / BRT ● Green (3) - New Thames bus / pedestrian / cycle bridge into Oxpens ● Red (4 and 5) - Botley Road constraints. New Thames crossing could unlock. ● Green (6) - St Giles – missed opportunity for public space @ Ashmolean museum ● Red (7) - Narrow footways over Hythe Bridge 87 = can flood with vehicles and buses. ● Red (8) - Ashmolean coach dwell @ St Giles ● Green (9) - Frideswide Square as a positive gateway ● Green (10) - Shuttle Tram / tram – train between Parkway and Oxford Street ● Green (11) - Removal of Long Stay parking @ Oxford station – Parkway (coach party @ rail station from Glouc) ● Red (12) - Bus, Bicycle and taxi only over bridge onto High Street ● Green (13) - Possible private vehicle turning points (The Plain) ● Green (14) - Queen Street as a cross – city cycle route? <ul style="list-style-type: none"> – Not necessarily priority – Or George Street as a cross – city cycle route? ● Green (15) - Blue lines on map = potential strategic cycle routes ● Green (16 and 17) - Definite pedestrian / cycle potential to cater for university sites (South Parks Road / Mansfield Road) ● General - Include Radcliffe Observatory + Osney Mead in study area



Figure 6-6: Stakeholders Table 3 – Issues and Visioning



Table 3 Session 2 Issues & Opportunities

HUM potential re:- ped areas.

* = High quality / high potential public realm.

- ① Osney Mead connectivity.
- ② Oxpens bus/BRT.
- ③ New Thames bus/ped/cycle bridge into Oxpens.
- ④+⑤ Botley Rd constraints. New Thames crossing could unlock.
- ⑥ St Giles = missed opportunity for public space @ Ashmolean.
- ⑦ Narrow footways over Hyde Bridge st. = conflict of vehicles + bikes.
- ⑧ Ashmolean road dual @ St Giles
- ⑨ Frideswide St as a positive gateway.
- ⑩ Shuttle train / train-train between Parkway & Oxford St.
- ⑪ Removal of Long Stay parking @ Oxford St → Parkway. (Coach parking @ road side from Oxen. Way)
- ⑫ Bus, bicycle + taxi only over bridge onto High St.
- ⑬ Possible private vehicle turning points
- ⑭ Queen St as a cross-city cycle route? or George St as a cross-city cycle route? Not necessarily priority.

Blue lines on map = potential strategic cycle routes.
 Taxi access around Oxpens = potential zone

⑬ or ⑭ Dehike ped/cycle potential to cater for Uni sites (staff/Include Radcliffe Observatory + Osney Mead in study area.



Table 6-7: Stakeholders Table 4 - Issues and Visioning

Table	Summary
4	<p data-bbox="271 362 335 389"><u>Issues</u></p> <ul style="list-style-type: none"> <li data-bbox="303 412 1037 622"> <p>• Entry routes for buses:</p> <ul style="list-style-type: none"> <li data-bbox="399 456 766 483">– loading / unloading is a big problem <li data-bbox="399 501 1037 528">– delivery vans / LGVS – growing – mainly (e.g. outside town hall) <li data-bbox="399 546 526 573">– private hire <li data-bbox="399 591 750 618">– cars illegally in area / parked / lost <li data-bbox="303 645 1300 766"> <p>• Hot spots:</p> <ul style="list-style-type: none"> <li data-bbox="399 689 1300 716">– Pavement on St Aldates / City Council offices - looking @ reallocating bus services to stops <li data-bbox="399 734 989 761">– Covered market, bus stop outside (will go to Queen Street) <p data-bbox="271 784 359 810"><u>Visioning</u></p> <p data-bbox="271 828 335 855"><u>Buses:</u></p> <ul style="list-style-type: none"> <li data-bbox="303 878 1005 904">• Concerned about taking buses further out of city centre – inclusivity <li data-bbox="303 927 1436 994">• Concerned about potential interchange at The Plain roundabout – more than half of Oxford’s buses come into the city that way <li data-bbox="303 1016 1069 1043">• Bigger Buses - have done it; 80% used to be single, now 90% double decker <li data-bbox="303 1066 981 1093">• 2011; reduced number of buses by 20% - Inter-operator ticketing <li data-bbox="303 1115 1157 1142">• Buses stop on High Street and double back? – double ended buses have been tried? <p data-bbox="271 1209 351 1236"><u>Cycling:</u></p> <ul style="list-style-type: none"> <li data-bbox="303 1258 1364 1379"> <p>• Mode shift to cycling?</p> <ul style="list-style-type: none"> <li data-bbox="399 1303 901 1330">– Good in principle; but cycles in bus lanes not ideal <li data-bbox="399 1348 1005 1375">– Longer distance commuters could do cycle – bus park + ride <li data-bbox="303 1402 1364 1429">• Donnington Bridge - Not an attractive route for people; and more congestion on southern route into city <p data-bbox="271 1491 391 1518"><u>Other ideas:</u></p> <ul style="list-style-type: none"> <li data-bbox="303 1541 1093 1568">• Cowley Branch Line - Not a good solution to moving large numbers of people <li data-bbox="303 1590 1284 1617">• Tunnels - Should be considered or some other uninterrupted public transport route through city <li data-bbox="303 1639 917 1666">• Cornmarket reopening ideally have direct E-W / N-S routes <li data-bbox="303 1688 510 1715">• Single lane ideas? <li data-bbox="303 1738 526 1765">• One-way routings?



Figure 6-7: Stakeholders Table 4 – Issues and Visioning

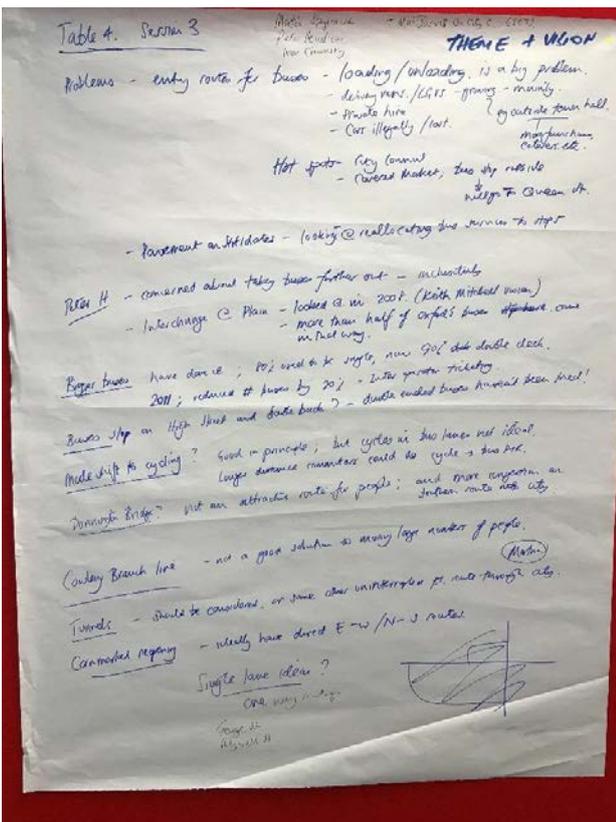




Table 6-8: Stakeholders Table 5 - Issues and Visioning

Table	Summary
5	<ul style="list-style-type: none"> ● Red (1) - Volume of bus stops on St Aldates and Broad Street excessive, sheer intensity of activities makes the environment unacceptable ● Green (1a) - Solution: cycle routes through Christ Church Meadows A network of “quiet ways” for cycling ● Red (2) - Massive congestion (Hythe Bridge Street) ● Green (2a) - Take some of Worcester Street car park to improve cycling and walking ● Red (3) - Inadequate cycling facilities (George Street) ● Green (3a) – Provide new east – west Cycle Route ● Red (4) - Pedestrian space (George Street / Worcester Street) ● Green (4a) – Green pedestrian route from station (Park End Street) ● Red (5) – Lack of connectivity between Castle Area and Westgate ● Green (5a) – Open-up waterway routes ● Red (6) – Servicing the Covered Market ● Red (7 and 8) – Botley Road - Bridge and access to railway station. <ul style="list-style-type: none"> – Very narrow footway * dangerous for cyclists – Inadequate cycle parking ● Red (9) – Lack of connectivity to city centre (Osney Mead) ● Red (10) – Broad Street and St Giles inadequate cyclist’s facilities. <ul style="list-style-type: none"> – Poor public realm – movement conflicts ● Green (10a) – Remove car parking, enjoy the public realm (St Giles) ● General – gradually reducing the volume of city centre parking whilst providing/facilitating improved public transport / other modes ● Red (11) – Intensity issues related to excessive bus movements (Magdalen Street) ● Red (12) – Junction of Parks Road / S Parks Road – very dangerous for cyclists and pedestrians. ● General – Cycle parking (secure), every building should have hoops/facilities – need to rent spaces for bike parking. ● In particular – Highways (but city planners too) effectively avoids every opportunity to make cycling safe and legitimate. Need cycling officers in County and City Councils.



Figure 6-8: Stakeholders Table 5 – Issues and Visioning



Table 5: Vision.

① Volume of bus stops on St Aldates & Broad Street excessive, sheer intensity of activities makes the envt unacceptable.

② Solution: cycle routes thro' Christ Church Meadows. A network of "quiet ways" for cycling.

② Red - Massive congestion
 ③ Red - Inadequate cycling facilities & pedestrian space.

②a Green - Take some of Worcesterhouse & Car Park to improve cycling & ped.

③a E-W. Cycle Route - -

④a Green route pedestrian route from station.

⑤ Lack of connectivity between Castle Area & Westgate.

⑥a Open up waterway routes.

⑥ Servicing the Covered Market.

⑦ Botley Rd Bridge & Access to Railway Station. V. narrow footway * dangerous for cyclists. Inadequate cycle parking.

⑧ Lack of connectivity to City

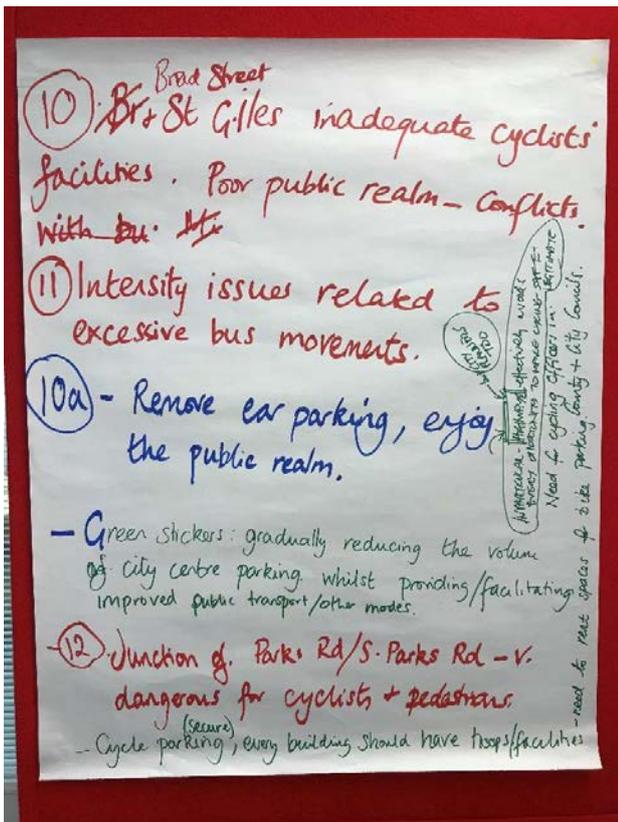




Table 6-9: Stakeholders Table 6 - Issues and Visioning

Table	Summary
6	<ul style="list-style-type: none"> ● Red (1) - St Giles – (semi pedestrianised – solution) – no car parking ● Red (2) - Hythe Bridge Street – lack of cycle lane – accidents of cycle and pedestrian <ul style="list-style-type: none"> – Solution: - keep tourist and airport buses at P & R – Tourist coaches – decant buses ● Red (3) - Speedwell Street - Problem conflict bus / pedestrians / cyclists – lights have gone ● Red (4) - Very narrow bit of Botley Road – v poor for cyclists ● Green (5) - Works well now - better than Frideswide Square. (Parks Road / Catte Street) ● Red (6) - Remove loading bays and evening parking (High Street) ● Red (7) - Parking enforcement needs to be improved (no dot) ● Red (8) - Folly Bridge. Fantastic bridge – potential for one-way traffic ● Green (9) -Specific cycle traffic light. Allows cyclists to go 5 seconds ahead of other traffic (Longwall Street / High Street) ● Red (10) - Mixed use of bus stops, pedestrians etc Conflict (St Aldate’s) ● Red (11) - 4 Way junction – always bus (Worcester Street / George Street) ● Red (12) - Access into bus depot ● Red (13) - Problem – plan to be another ‘T’ junction – same issue as Speedwell Street (Worcester Street / New Road) ● Green (14) - Broad Street – pedestrianise ● Red (14b) - St Giles – no need for private cars ● Red (15) - Ban cars (Turl Street) ● Green (16) - Castle site – remove car parking??? <li style="padding-left: 20px;">– Some sort of electric bus route <li style="padding-left: 20px;">– Note: Different views. Should taxis be banned in bus lanes ● Congestion charging <ul style="list-style-type: none"> – needs to include electric cars – needs to include delivery vehicles ● Ban work place car parking ● Red / Green (17) - New Inn Hall Street – some good points – shared use ● Green (18) - But: too much parking – especially at end <ul style="list-style-type: none"> – Note: need adequate space for bus stops



Figure 6-9: Stakeholders Table 6 – Issues and Visioning



Table 5: Vision.

- ① Volume of bus stops on St Aldates & Broad Street excessive, sheer intensity of activities makes the envt unacceptable.
- ② Solution: cycle routes thro' Christ Church Meadows. A network of "quiet ways" for cycling.
- ② Red - Massive congestion
- ③ Red - Inadequate cycling facilities & pedestrian space.
- ③ Green - Take some of Worcester St. Car Park to improve cycling & ped.
- ④a E-W. Cycle Route - -
- ④a Green route pedestrian route from station.

- ⑤ Lack of connectivity between Castle Area & Westgate.
- ⑥a Open up waterway routes.
- ⑥ Servicing the Covered Market.
- ⑦ Botley Rd Bridge & Access
- ⑧ to Railway Station. V. narrow footway * dangerous for cyclists. Inadequate cycle parking.
- ⑨ Lack of connectivity to City



6.3 Summary

6.3.1 A large range of comments emerged from the visioning exercise, including a range of geographical locations across the city centre and beyond. The project team will continue to consider these locations in formulating options for the review. In conclusion table 5.10 below provides a summary of key themes emerging from the workshop sessions.

Table 6-10: Common Themes

Theme	Comment	Total number of times mentioned
Inclusivity		
Access to public transport	Concern about walking distance to public transport services	2
Movement		
Walking	General pedestrian congestion / too narrow footways	6
	Poor crossing facilities	2
Cycling	Traffic-free and segregated cycle routes	9
	Need to improve safety for cyclists	3
	New pedestrian / cycle bridge	1
	Lack of cycle parking / need for more cycle parking	1
Public transport	Problem of bus congestion	7
	Need for off bus ticketing	1
	Consider light rail / tram	3
Private hire coaches	Reduce / remove / re-route coaches in city centre	3
	Need to for tourist coach drop-off / pick up location	2
Public Realm		
Public space	Lack of seating / places to dwell in city centre	2
Green network	Improve access to canal and river network	4
Public realm	Poor quality	5
	Like Frideswide Square	4
Cornmarket	Poor quality architecture	3
Safety and Public Health		
Air Quality	Zero Emission Zone	2
Economy		
Servicing	Need to improve access for servicing and make deliveries more efficient	2
Parking	Removal / reduction of car parking in city centre	4



General		
Demand management	Congestion charging	2
	Work Place Parking Levy	3
	Traffic control points	2



Appendix A Members and Stakeholders Invitations



Invitation to Members Workshop

Project: Oxford City Centre Movement and Public Realm Strategy

Event: Members Workshop I – 4th October 2017

Birmingham-based transport planning and urban design consultancy *Phil Jones Associates* and Nottingham based sustainable transport experts, *ITP* have been appointed to develop a transport and public realm strategy for Oxford city centre.14:00

This study will inform the new Oxford City Council Local Plan, which will contain a strategy for development of the city up to 2036, and help inform a future update of Oxfordshire County Council's Oxford Transport Strategy.

To begin this dialogue, a workshop is being held for Members. The purpose of the workshop is to:

- Inform Members about the process and timescale for the study
- Present the consultants' initial assessments of the current options for city centre movement
- Invite Members views of these options and further options for consideration
- Invite views on the process by which options will be appraised

Date:	4 th October 2017
Venue:	Oxford Town Hall Long Room
Address:	St Aldate's, Oxford, OX1 1BX
Time:	Registration: 13:30 Start: 14:00 Finish: 16:00
Website:	More details about the venue can be found at: https://www.oxfordtownhall.co.uk/

To take part in the workshop please email oxfordstudy@philjonesassociates.co.uk stating your name, organisation and contact telephone number. **The deadline for confirming your attendance is Monday 2nd October.** We will then contact you to confirm attendance and to discuss any access arrangements you may require.

If you are unable to attend please email to confirm and a copy of the outcomes of the workshop will be emailed to you. A further stakeholder workshop is then planned in November where you will be invited to discuss emerging findings with the team.



Invitation to Stakeholder Workshop

Project: Oxford City Centre Movement and Public Realm Strategy

Event: Stakeholder Workshop I – 4th October 2017

Birmingham-based transport planning and urban design consultancy *Phil Jones Associates* and Nottingham based sustainable transport experts, *ITP* have been appointed to develop a transport and public realm strategy for Oxford city centre.

This study will inform the new Oxford City Council Local Plan, which will contain a strategy for development of the city up to 2036, and help inform a future update of Oxfordshire County Council's Oxford Transport Strategy.

To begin this dialogue, a workshop is being held for key stakeholders. The purpose of the workshop is to:

- Inform stakeholders about the process and timescale for the study
- Present the consultants' initial assessments of the current options for city centre movement
- Invite stakeholder views of these options and further options for consideration
- Invite views on the process by which options will be appraised

Date:	4 th October 2017
Venue:	Oxford Town Hall Long Room
Address:	St Aldate's, Oxford, OX1 1BX
Time:	Registration: 17:00 Start: 17:30 Finish: 19:30
Website:	More details about the venue can be found at: https://www.oxfordtownhall.co.uk/

To take part in the workshop please email oxfordstudy@philjonesassociates.co.uk stating your name, organisation and contact telephone number. **The deadline for confirming your attendance is Monday 2nd October.** We will then contact you to confirm attendance and to discuss any access arrangements you may require.

If you are unable to attend please email to confirm and a copy of the outcomes of the workshop will be emailed to you. A further stakeholder workshop is then planned in November where you will be invited to discuss emerging findings with the team.



Appendix B Workshop Presentation

Oxford City Centre Movement and Public Realm Strategy

Workshop I - 4th October 2017

Oxford City Council





- Please register with our team who will let you know which table you are sitting on

Introduction by Councillor Alex Hollingsworth

Our Team

Introducing the Team



Phil Jones

Project Director and
Walking & Cycling Lead



Annabel Keegan

Project Manager and
Placemaking Lead



Neil Taylor

Director at ITP and
Public Transport Lead



Ian Stott

Principal Consultant at ITP and
Strategy Support

Objectives of today's workshop

- To inform you about the process and timescale for the study
- Present the consultants' initial analysis work
- Invite views of the Oxford Transport Strategy and City Council (Alan Baxter) options and further options for consideration
- Invite views on the process by which options will be appraised

Structure of the Workshop

Welcome and Introductions	10 mins
Part 1 – Existing Situation	20 mins
Break	5 mins
Part 2 – Existing Options and Potential Appraisal Themes	25 mins
Break	5 mins
Part 3 – Visioning	45 mins
Wrap up	10 mins

Part I - Existing Situation

Key Issues and Challenges

Traffic Pressures and Impacts

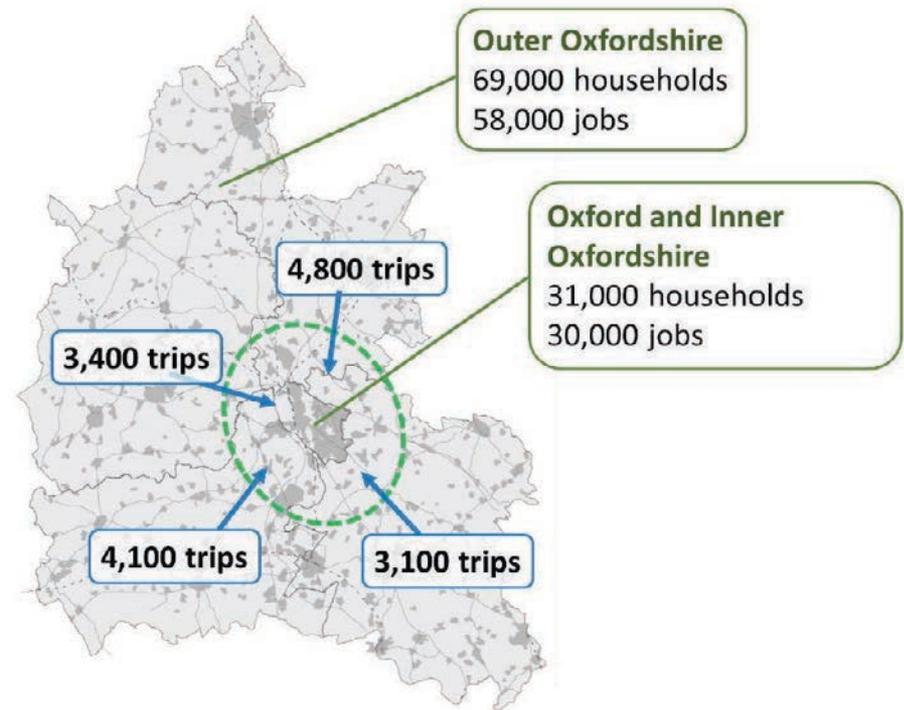
- Private and public transport
- Congestion, air quality, liveability
- 25% growth in city journeys by 2031

The Need for Change

- County and City agreed on the principles
- But what is the nature of that change?
- Incremental, Bold, Radical?

Deliverability

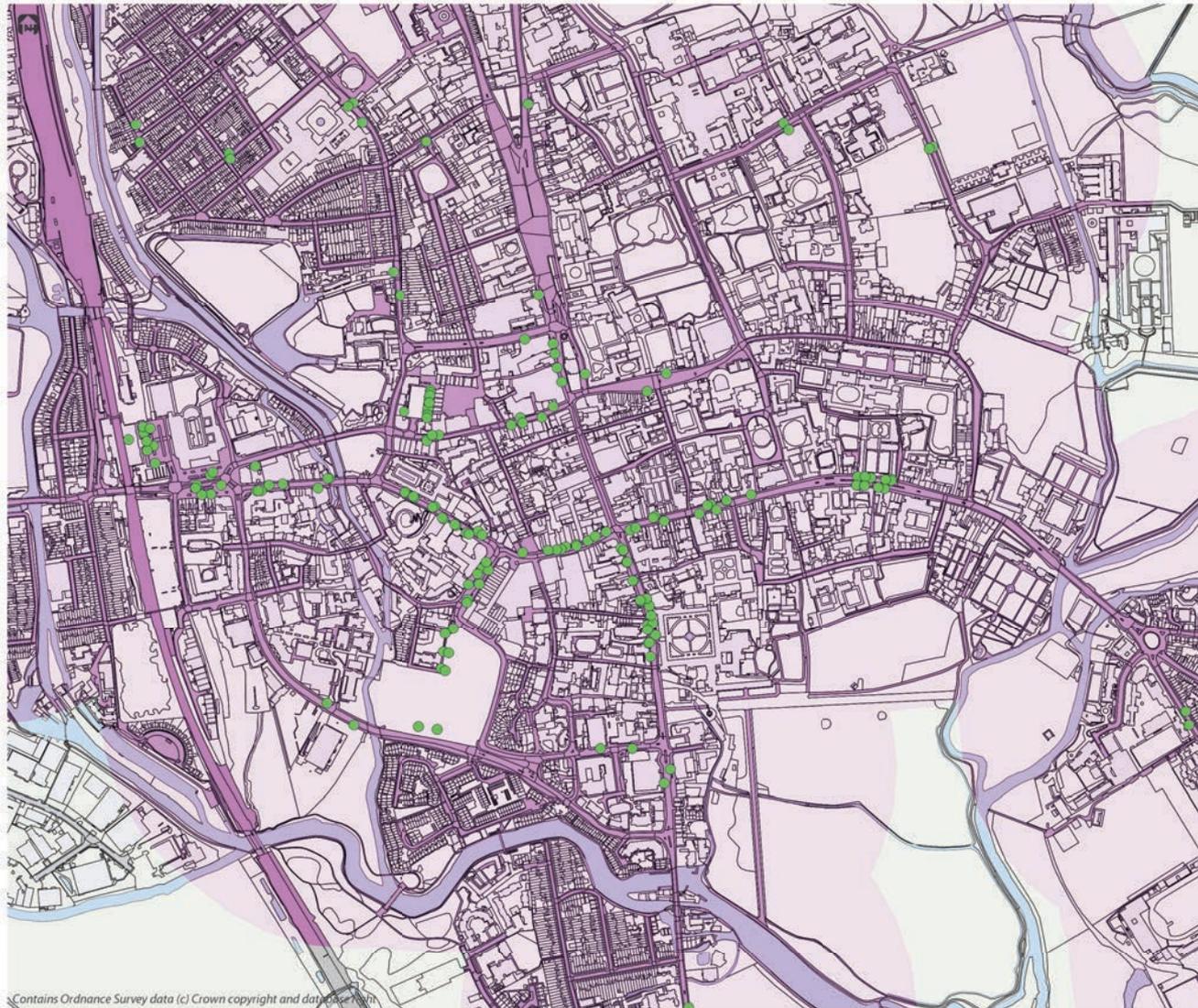
- Space
- Design
- Politics
- Funding



Source:

Strategic housing and employment allocations in Oxfordshire in 2031 (SHMA housing growth & Cambridge Econometrics jobs forecast)

Inclusivity - 400m walking distance of a bus stop



Prepared	Reviewed	Date
RS	IS	Oct 2017

Key

- Bus stop
- 400m radius of bus stop



Client
Oxford City Council

Project
Oxford City Centre
Movement and Public
Realm Strategy
Figure title
Bus stop locations

Revision	Project
A	2459
Figure number	Date
Figure X-X	October 2017

Movement - Walking and Cycling

Walking

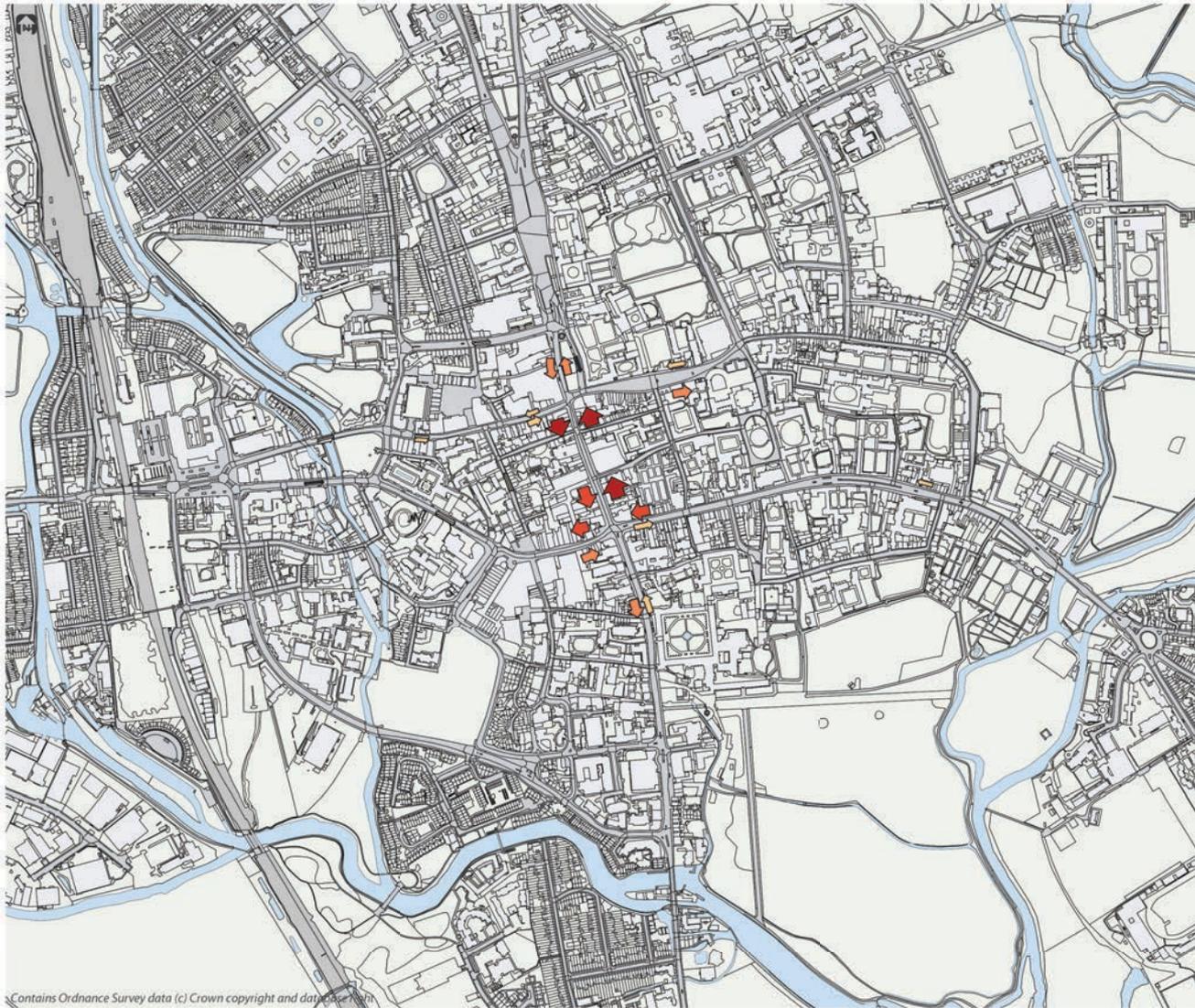
- High levels of walking already, but
- Quality and capacity lacking in many places
- Practicalities of further pedestrianisation
- Pedestrian prioritisation through design

Cycling

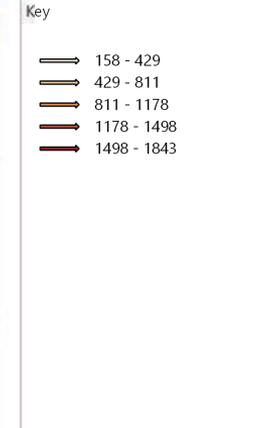
- Oxford doing well...but not well enough
- Network is patchy and often poor
- Need to be much more ambitious
- Cycle parking a major issue



Movement - Walking (pedestrian flows weekday)



Prepared	Reviewed	Date
RS	IS	Oct 2017



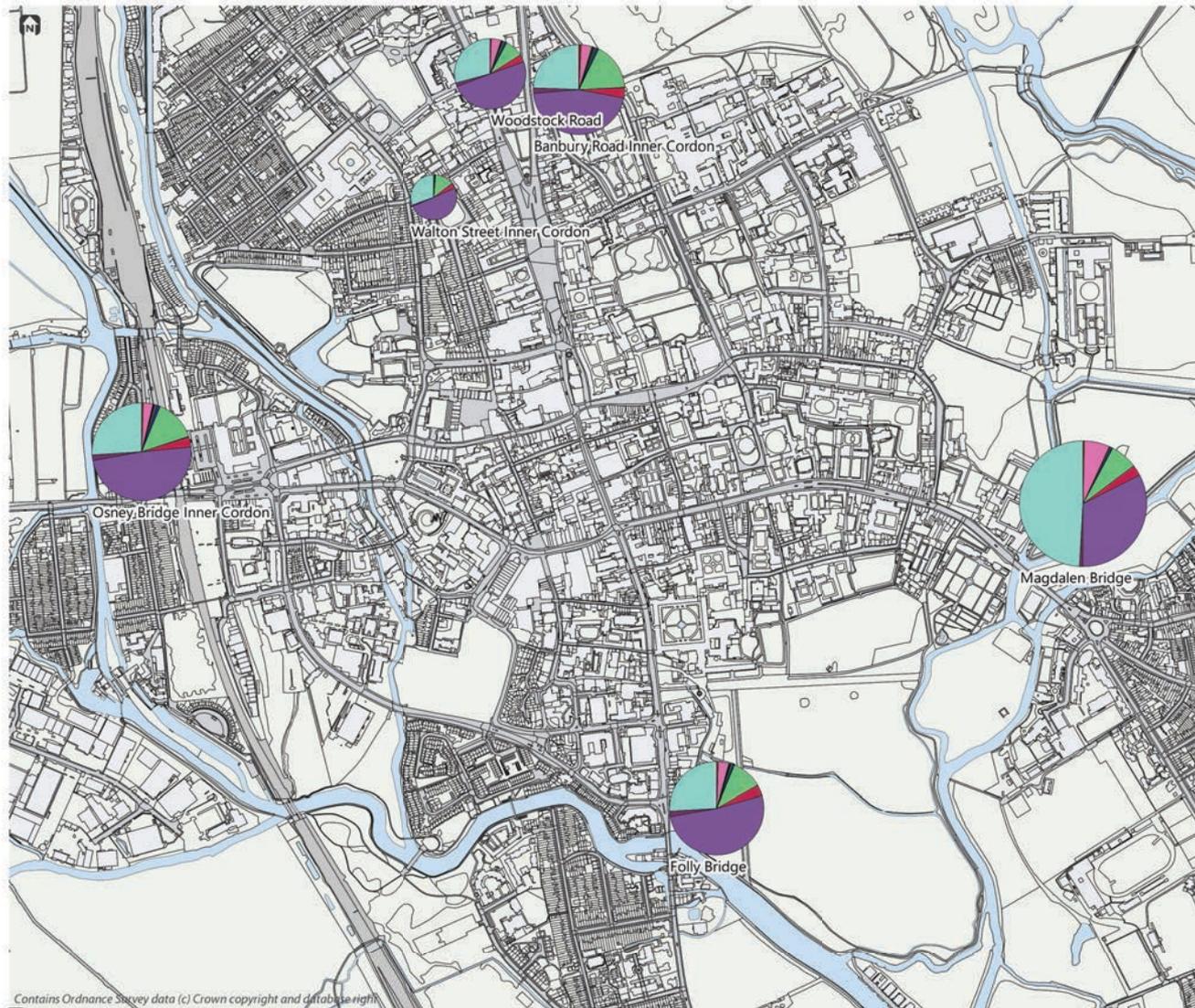
Client
Oxford City Council

Project
Oxford City Centre
Movement and Public
Realm Strategy
Figure title
Pedestrian flows AM 2016

Revision	Project
A	2459

Figure number	Date
Figure X-X	October 2017

Movement - Traffic composition at surveyed sites



Prepared	Reviewed	Date
RS	IS	Oct 2017

Key

*Size of pie chart denotes total traffic volumes

- Pedal Cycles
- Motor Cycles
- Cars
- Taxis Private Hire
- Cars/Vans + Trailers
- Light Vans
- Goods 2axle
- Buses



Client
Oxford City Council

Project
Oxford City Centre
Movement and Public
Realm Strategy

Figure title
Traffic composition at
surveyed sites (AM Peak;
two-way flow)

Revision	Project
A	2459

Figure number	Date
Figure X-X	October 2017

Movement - Public Transport

Bus / P&R

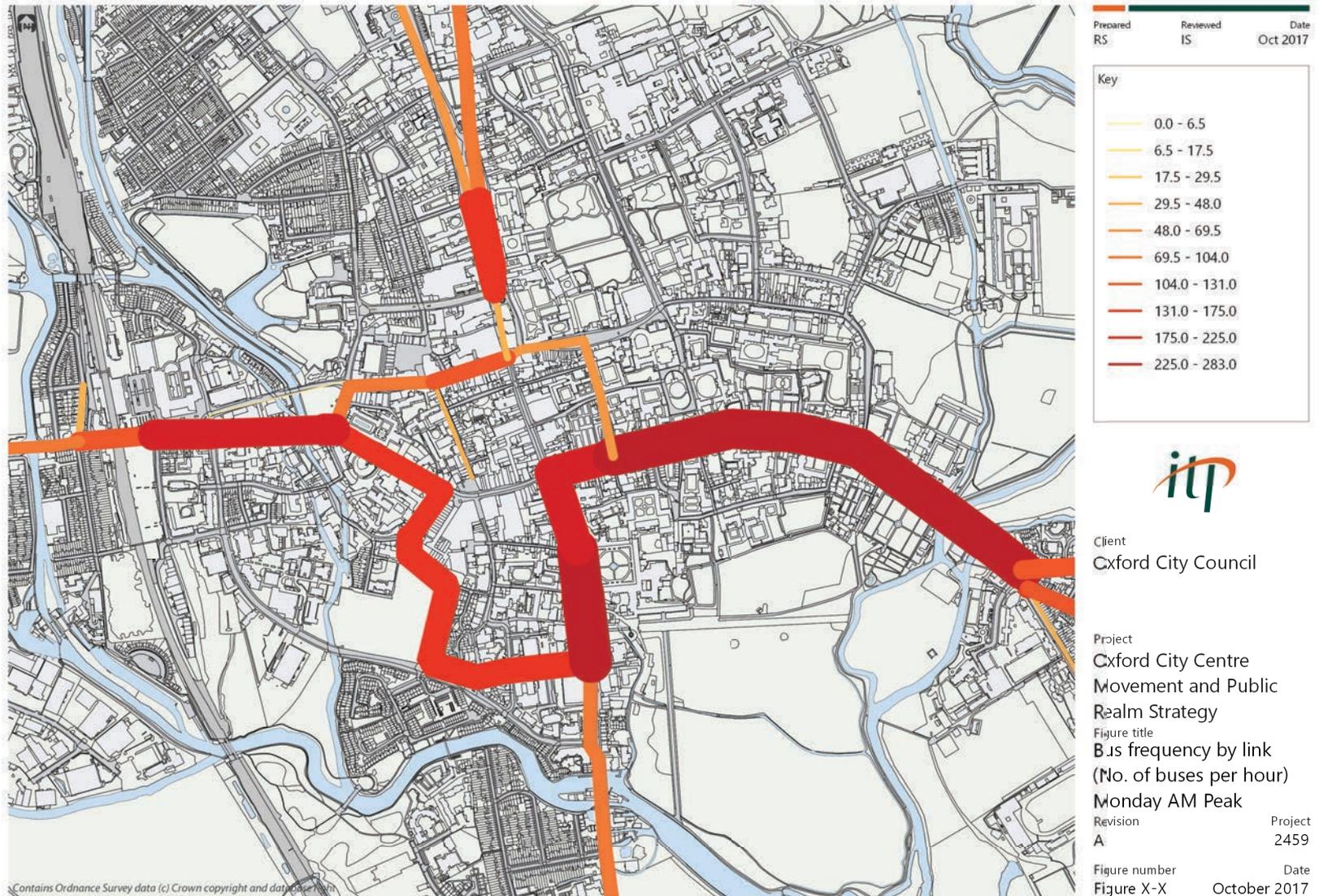
- Stop locations for pedestrian flow
- Accessibility & inclusion
- Congestion on city centre approaches

Rail

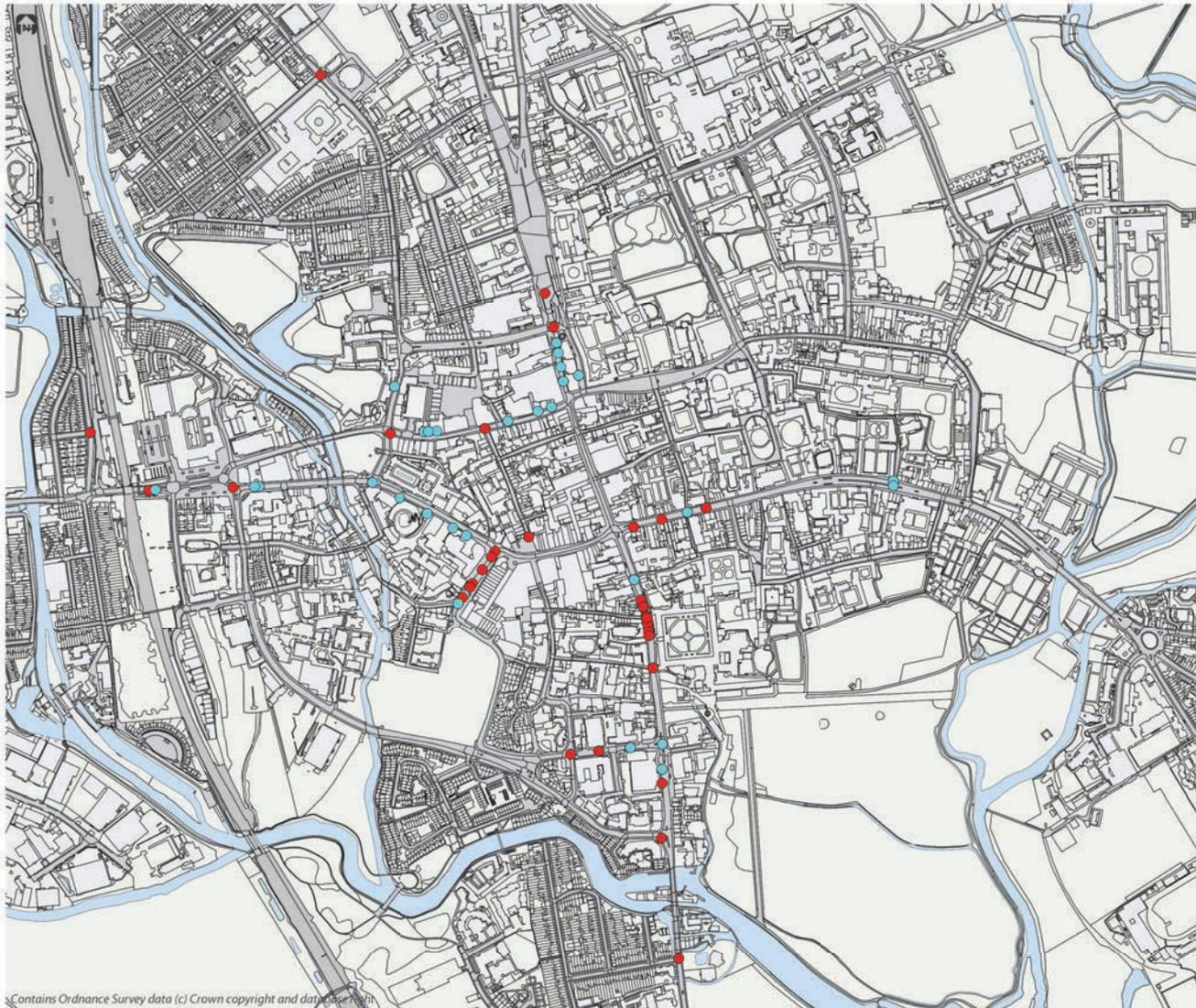
- Disconnected from city centre
- Potential growth location



Public transport - Bus frequency by link



Public transport - Start and end points of bus routes



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Prepared	Reviewed	Date
RS	IS	Oct 2017

Key

- Start/End of Bus Route



Client
Oxford City Council

Project
Oxford City Centre
Movement and Public
Realm Strategy
Figure title
Start and end points of
bus routes

Revision	Project
A	2459
Figure number	Date
Figure X-X	October 2017

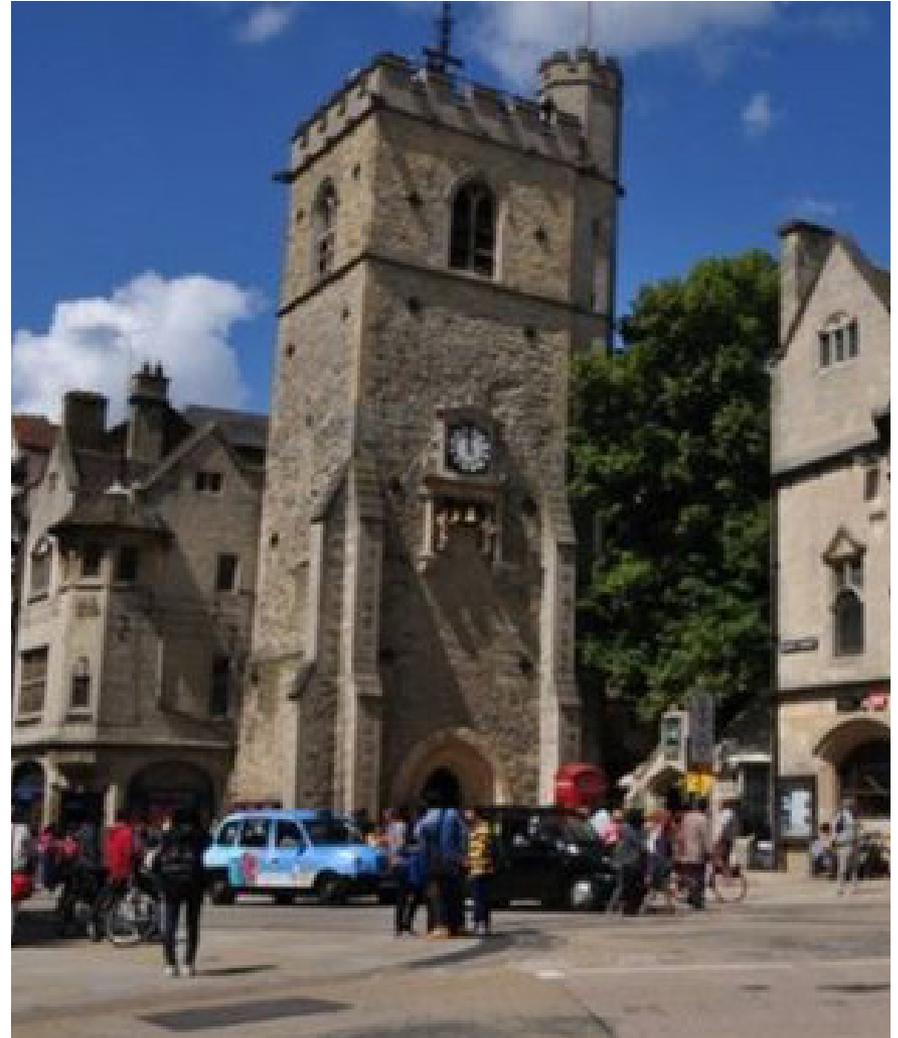
Movement - Other traffic

General traffic

- Location and design traffic control points
- Build on work being done by County
- Committed changes for Westgate Centre
- Access to car parks

Taxis

- Increasingly important mode
- Location and size of ranks



Public Realm

Space for 'Place' Activity

- Seating
- Public art
- Public space
- Green space

Quality of Place

- Central conservation area
- Exceptional historic context

Key locations

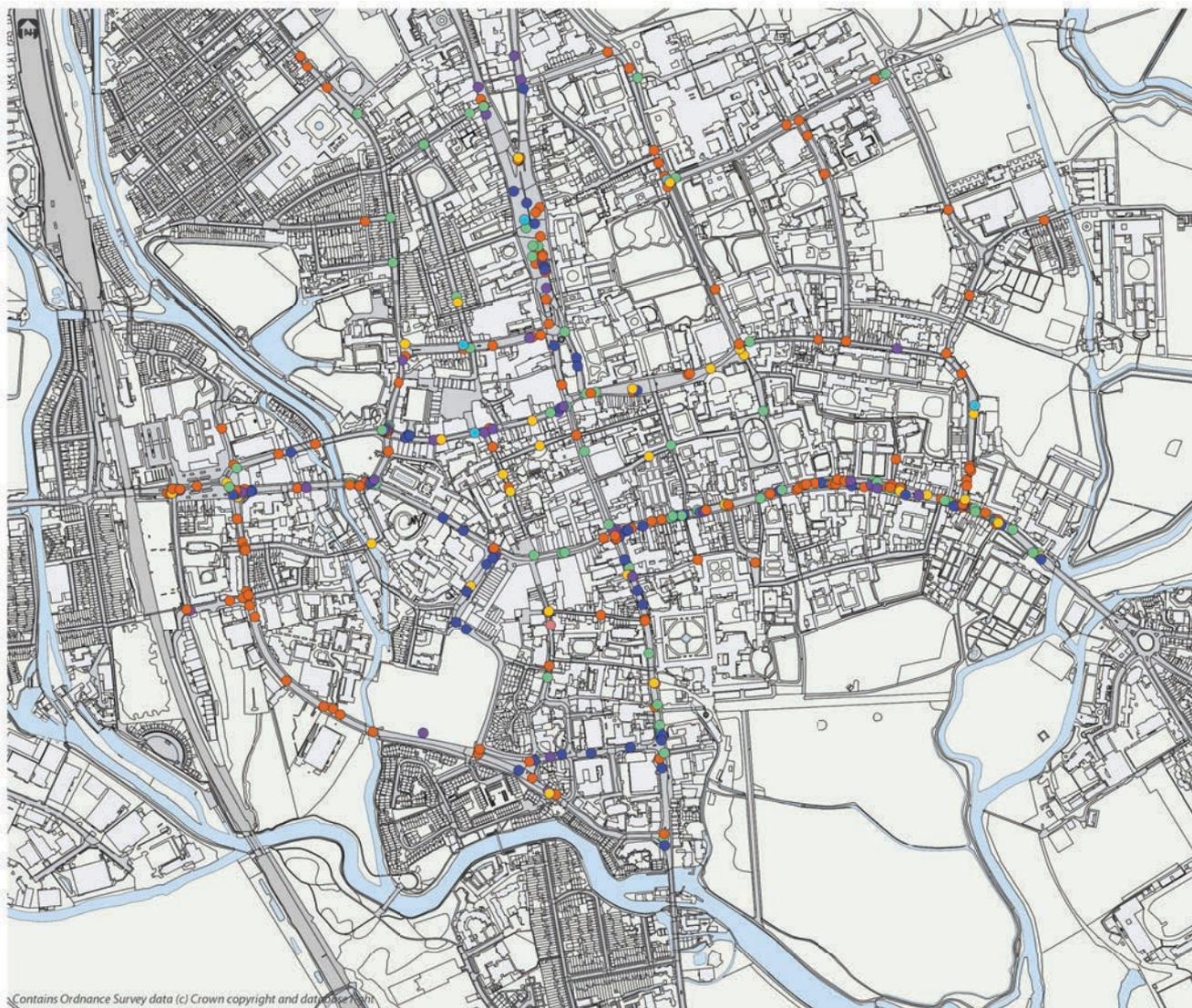
- Bus interchanges
- Coach parking for tourist coaches and its impact on the public realm
- Traffic control points



Public Realm - Photogenicity

The screenshot shows a web browser window displaying a Flickr map of Oxford, UK. The browser's address bar shows the URL <https://www.flickr.com/map>. The Flickr interface includes a navigation bar with the 'flickr' logo, a 'Sign Up' button, and links for 'Explore' and 'Create'. A search bar is located in the top right, and a 'Sign In' button is next to it. The map itself is centered on Oxford, showing major roads like the A40, A412, and A4122, and landmarks such as the University Parks, Christ Church, and the John Radcliffe Hospital. Numerous pink circular markers are scattered across the city center, representing geotagged photos. At the bottom of the map, there is a horizontal strip of photo thumbnails. Below the thumbnails, a text box indicates '257,128 geotagged items' and provides a 'Search the map' input field. A scale bar in the bottom left corner shows 500 meters and 1000 feet. The 'here' logo is visible in the bottom right corner, along with the text 'Powered by Leaflet - Terms & Privacy, © OGL'.

Safety and Public Health - Accidents



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Prepared RS	Reviewed IS	Date Oct 2017
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Key

- Car
- Bus, minibus or coach
- Goods vehicle
- Motorcycle
- Pedal cycle
- Taxi / Private hire car



Client
Oxford City Council

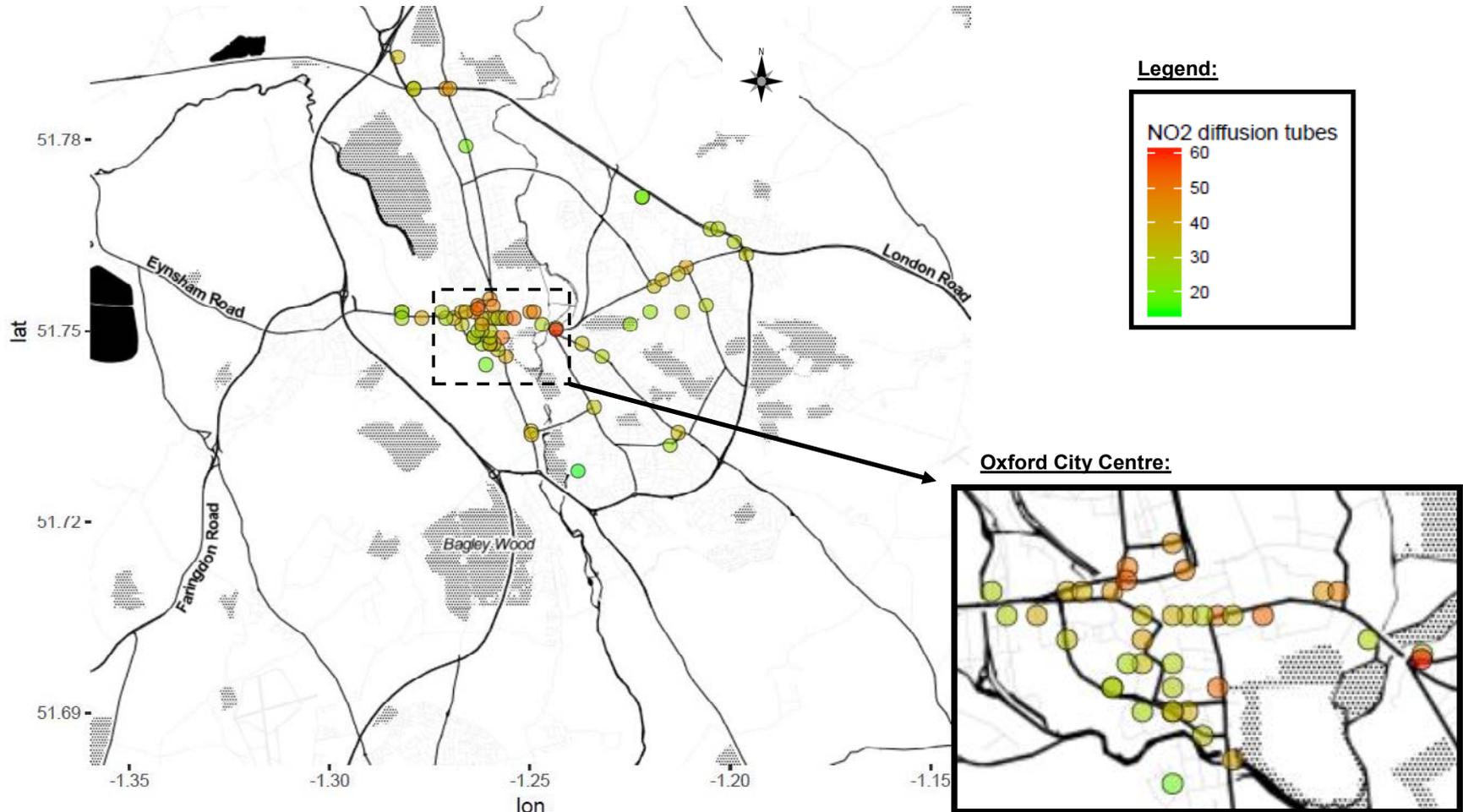
Project
Oxford City Centre
Movement and Public
Realm Strategy
Figure title
Location and vehicle type
of traffic accidents
(2012-2017)

Revision A	Project 2459
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Figure number Figure X-X	Date October 2017
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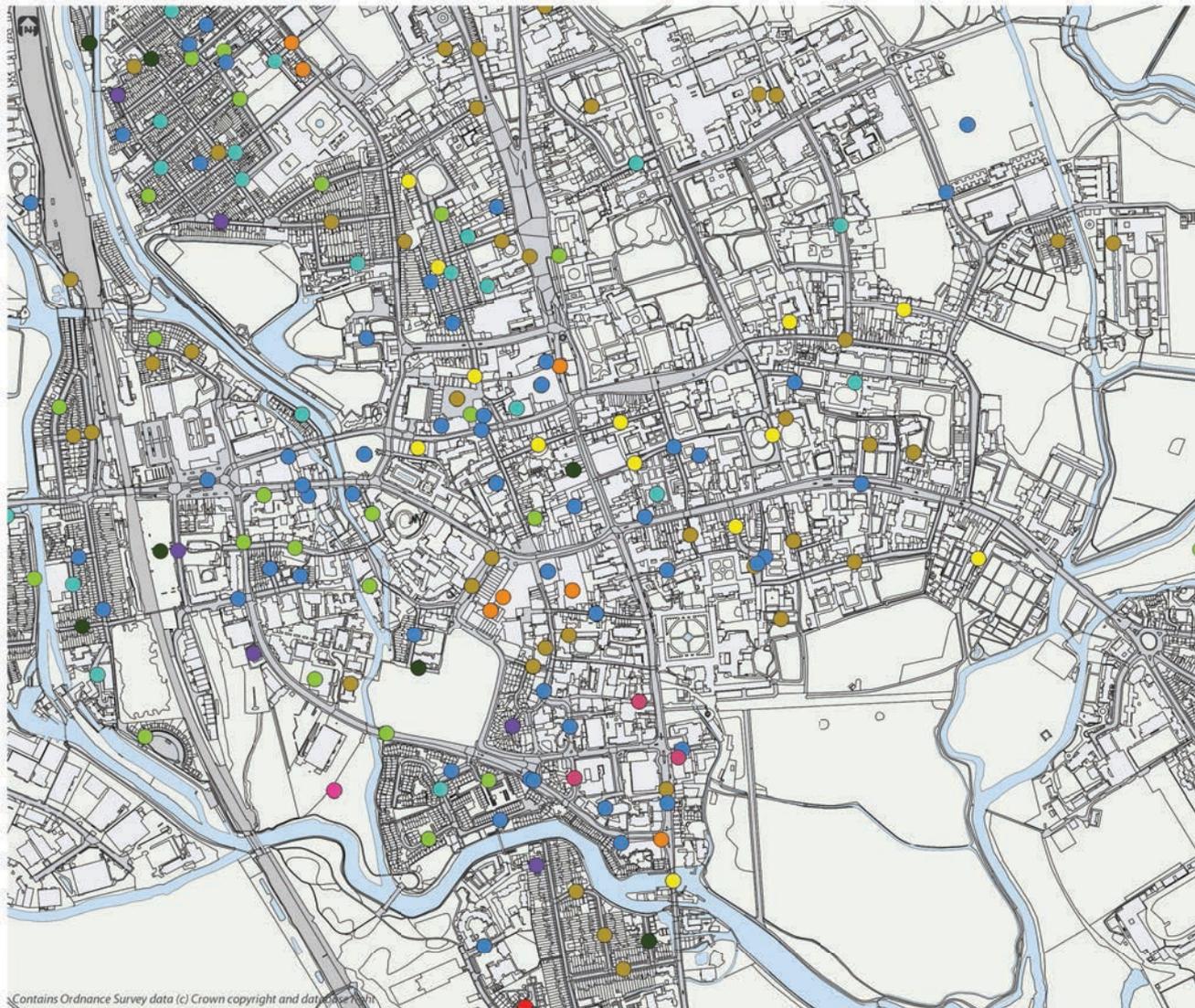
Safety and Public Health - Air Quality (from 2016 Annual Status Report)

Table D.2 – Oxford's diffusion tube locations by level of NO₂, 2016.



Source: GGmap package for Rstudio¹²

Safety and Public Health - Reported crime



Prepared	Reviewed	Date
RS	IS	Oct 2017

- Key**
- Anti-social behaviour
 - Bicycle theft
 - Burglary
 - Criminal damage/arson
 - Drugs
 - Possession of weapons
 - Public order
 - Robbery
 - Shoplifting
 - Theft from the person
 - Vehicle crime
 - Violence/sexual offences



Client
Oxford City Council

Project
Oxford City Centre
Movement and Public
Realm Strategy

Figure title
Location and type of
reported crime (Police
data) Jan-July 2017

Revision	Project
A	2459

Figure number	Date
Figure X-X	October 2017

Economy

Taxis

- Increasingly important mode
- Location and size of ranks

Parking

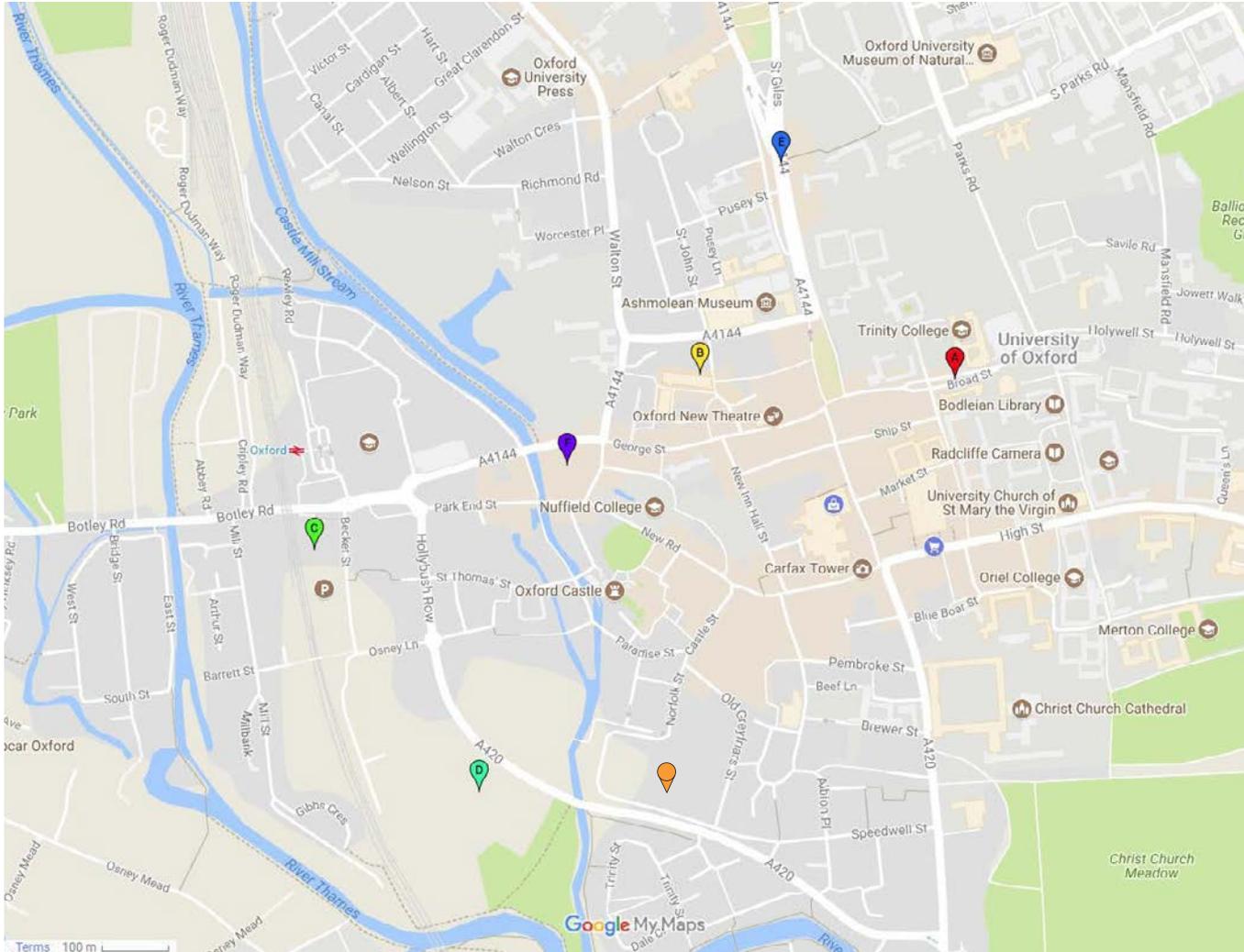
- Parking availability (car and cycle)

Servicing

- Careful assessment of demand
- Potential to reduce demand
- Consolidation centres
- Cycle freight



Economy - Parking

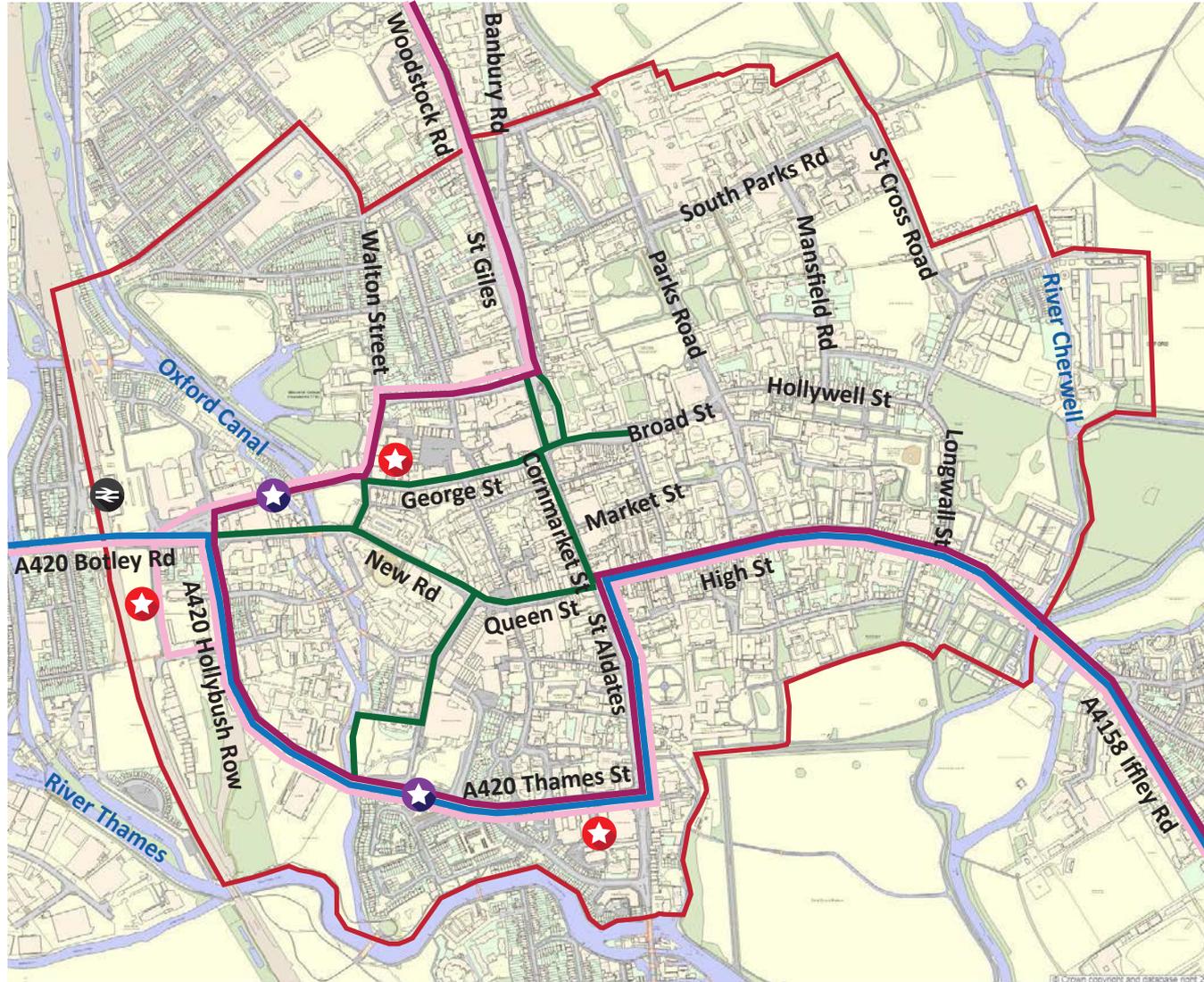


-  **Broad Street** - on street
-  **Gloucester Green** - 104 spaces
-  **Beckett Street** - 556 spaces
-  **Oxpens** - 420 spaces
-  **St Giles** - on street
-  **Worcester Street** - 180 spaces
-  **Westgate Shopping Centre**

5 minute break

Part 2 - Existing Options and Potential Appraisal Themes

Option I - 2025 Vision from the Oxford Transport Strategy



- **Line 1** - Langford Lane P&R to Blackbird Leys
- **Line 2** - Cumnor P&R to Thornhill P&R
- Other bus services
- Low traffic or traffic free streets
- ★ Transit terminals
- ★ Traffic control point

SUMMARY

- Magdalen St, Park End St, New Rd, Castle St and Norfolk St closed to buses.
- Further decentralisation of parking likely needed to support this strategy.
- Transit terminal locations convenient for traffic flow/PT operations, rather than passengers using the services

Option 2 - Oxford City Council Alternative Strategy (Alan Baxter)



- City Centre shuttle
- Inner Orbital Route
- BRT - Langford Lane to Cumnor
- BRT - Thornhill to Blackbird Leys
- ★ Transit terminal

SUMMARY

- User hierarchy -> road space reallocation
- Zero emissions zone
- Segregation of private car / public transport / cycle traffic is critical to success
- Viability of city centre shuttle should be critically appraised

Appraisal Themes

- Inclusivity
- Movement
- Public Realm
- Safety and Public Health
- Economy

Group Task

- What desirable outcomes should guide the preferred option?
 - How should they be grouped under the five themes?
 - How should we measure the outcomes?
-
- You have 25 minutes

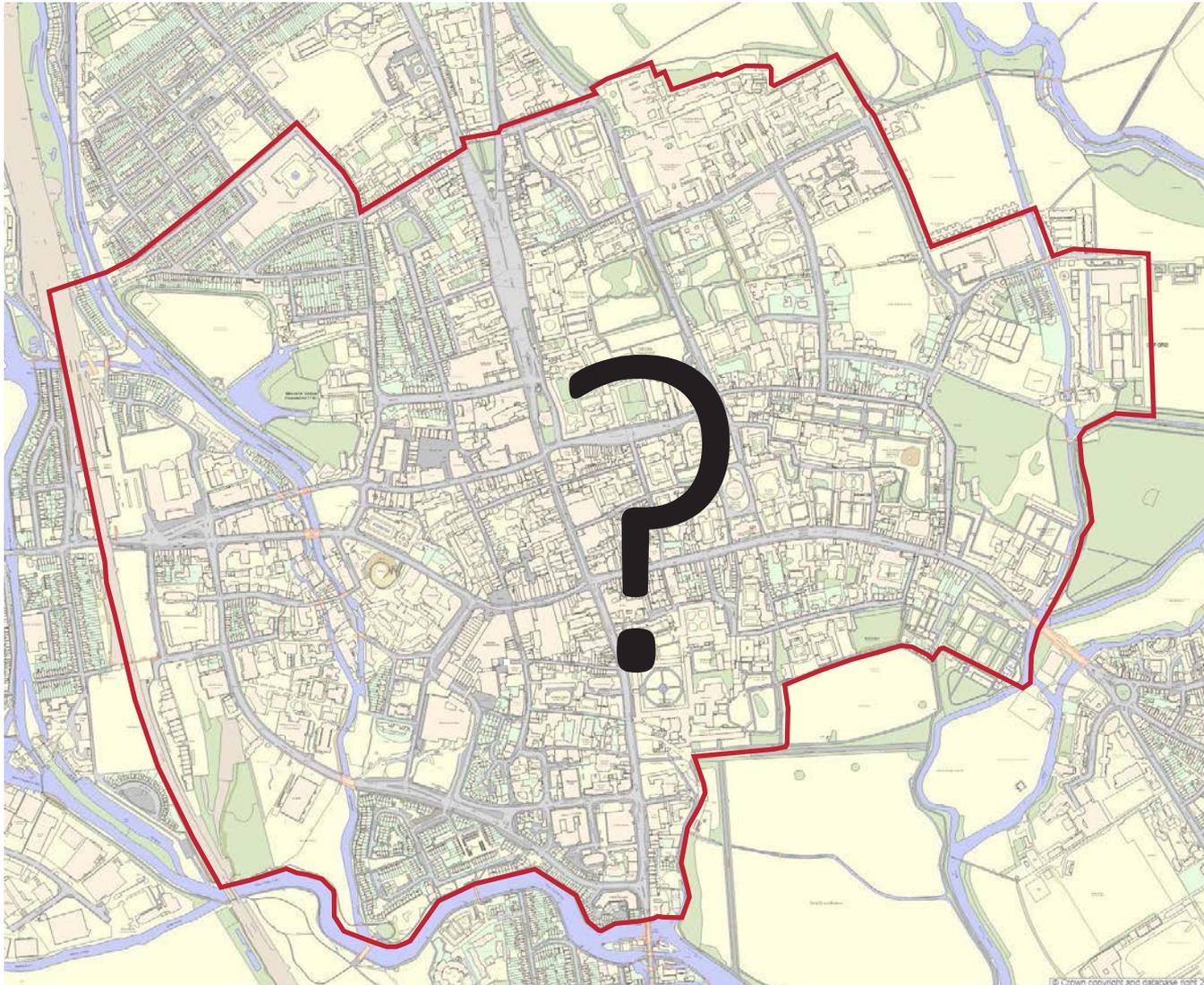
5 minute break

Part 3 - Visioning

Our Vision - What next?

- Over the next three months our team need to develop and assess options to deliver increased movement capacity in the city centre
- We will prioritise pedestrians, cyclists and public transport within the context of ensuring a high quality public realm.
- We would like your input to help shape that vision.

Option 3 - Our Vision



SUMMARY

- Initial ideas generated through stakeholder engagement to establish a vision.
- Second stakeholder workshop will present summary of assessment and analysis
- Each option tested against assessment matrix
- Potential hybrid option?
- Fresh perspective on overcoming what are fundamentally capacity issues.

Group Task

- Working on your tables we would like you to begin to discuss potential measures
- Using plans, post it notes and / or stickers note down your ideas / locations for key interventions

- You have 40 minutes

Wrap-up

