

Approach/ sub-option	Description	Assessment against objectives			
		Public realm	Simple layout	Reduce delays	Sustainable transport
A	Adjust signal timings only. Retain existing layout.	Poor – no improvement	Poor – no improvement	Poor – no overall improvement; any improvements for traffic are at the expense of pedestrians or vice-versa	Poor – no overall improvement in conditions for pedestrians, cyclists or buses.
B (i)	Simplified traffic signal controlled layout, incorporating signal controlled pedestrian crossings. Reduced carriageway, more pedestrian space.	Fair – more pedestrian space, less clutter, but still leaves four traffic lanes through the square and a very large junction at the eastern end.	Fair – straightforward pedestrian and traffic routes, though pedestrian crossings still limited to relatively few points.	Poor – no overall improvement.	Mixed – overall slightly better than existing layout for pedestrians and cyclists but no journey time benefits for buses; bus bays create difficult manoeuvres across traffic lanes.
B (ii)	More complex traffic signal controlled layout with large one-way gyratory	Poor – additional clutter, highly dominant carriageway, space in middle of square compromised by two lanes of fast-moving traffic and limited crossing options. No gains in pedestrian space close to buildings.	Poor – complex layout for all wheeled users; pedestrian routes direct but split into several stages.	Good – reduces delays to all users	Poor for cyclists (fast traffic speeds and indirect routes), fair for pedestrians (direct routes but split into stages) mixed for buses (reduced journey times but manoeuvres across traffic lanes problematic as above).

Illustrations of all options are at the end of this annex.

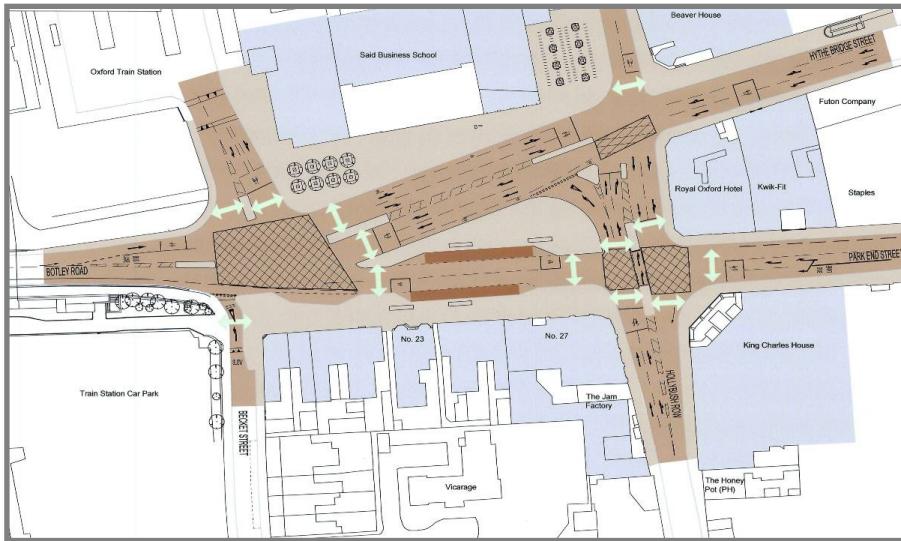
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C (i)	Diversion of traffic away from square by closing either Oxpens Road or Hythe Bridge Street to through-traffic	Very good in Frideswide Square and immediate approach roads as traffic reduced significantly, allowing carriageways to be reduced to minimum and pedestrian spaces created adjacent to buildings; impacts elsewhere in city could be detrimental due to displaced traffic	Very good in square itself as reduction in traffic would allow for very simple layout. Overall legibility of city centre for drivers of motorised vehicles would be worsened by closures.	Very uncertain; traffic likely to reduce overall but traffic and delays on other routes (including A34) may still increase substantially despite this. Some modelling attempted but hard to model accurately.	Very good within square and immediate approach roads, but very uncertain beyond; additional traffic on alternative routes could be detrimental to pedestrians, cyclists and bus passengers.
C (ii)	Local diversion of east-west traffic around Frideswide Square using Becket Street and Osney Lane as alternative route	Overall very good in Frideswide Square and some approach roads as traffic reduced significantly, allowing carriageways to be reduced to minimum and pedestrian spaces created adjacent to buildings; impacts in surrounding streets would be negative due to increased traffic and highway infrastructure to accommodate it. This would compromise wider plans for development of the Oxpens area.	Very good in square itself as reduction in traffic would allow for very simple layout. Overall legibility of city centre for drivers of motorised vehicles would be worsened by diversion.	No attempt made to carry out proper traffic modelling due to high costs of doing so and other problems with the approach.	Uncertain without modelling; major improvement within square and on some immediate approach roads, but would hamper attempts to create high quality pedestrian, bus and cycle routes into and through the Oxpens area as part of West End renaissance.

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D Sub-options: Central road Northern road Road split	Removal of traffic lights and introduction of shared space principles, including compact roundabouts and courtesy crossings for pedestrians. Three sub-options perform similarly against objectives so are assessed together.	Very good in square and on approach roads as carriageway space and highway infrastructure requirements significantly reduced by use of roundabouts rather than traffic signals. Pedestrian spaces created adjacent to buildings – particularly in central road option.	Very good – very simple layout for all with multiple crossings points and direct routes for pedestrians.	Good - modelling suggests significant reduction in delays to all users, though proposals include bus priority features that will mean private motor traffic does not gain as much benefit as other modes.	Overall good - reduced journey times for pedestrians, cyclists and buses; pedestrian priority within square; wider pavements on approach roads. Cycle safety and comfort uncertain and could be worsened by use of roundabouts without careful attention to detail.

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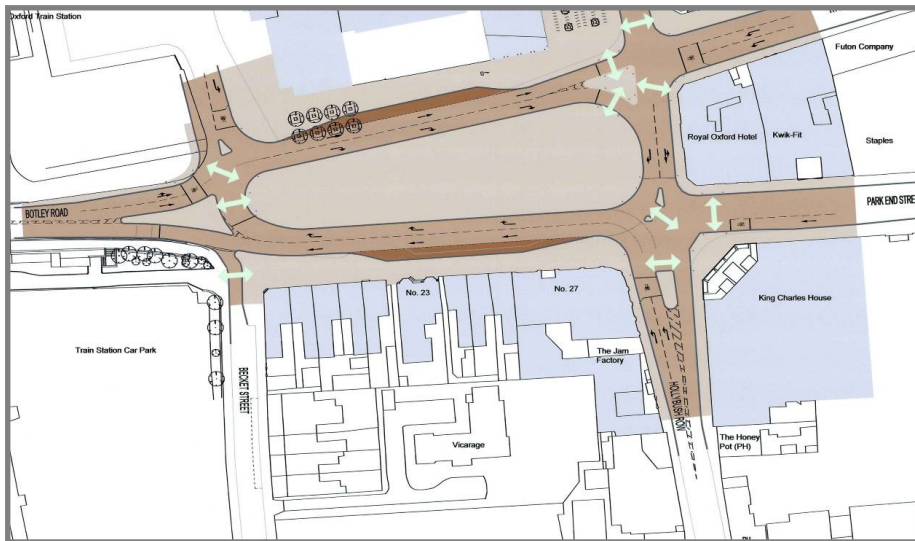
Illustrations



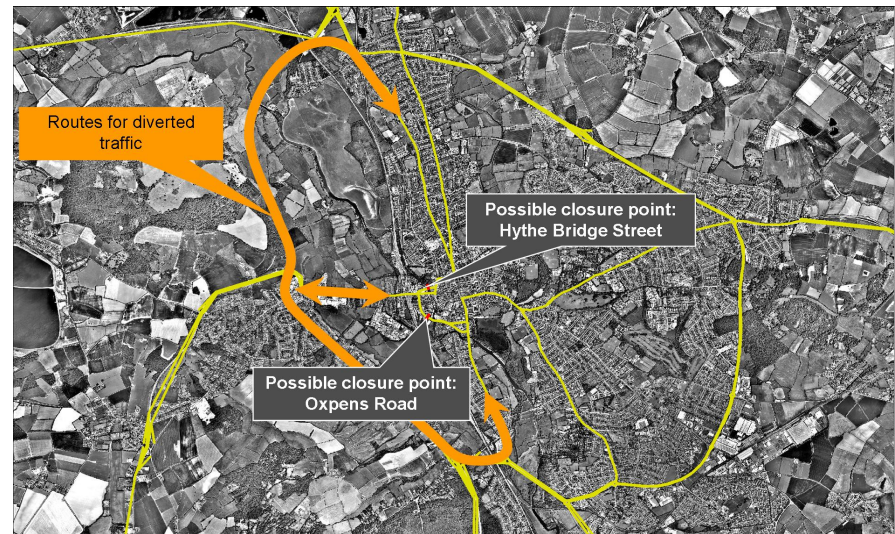
Approach A



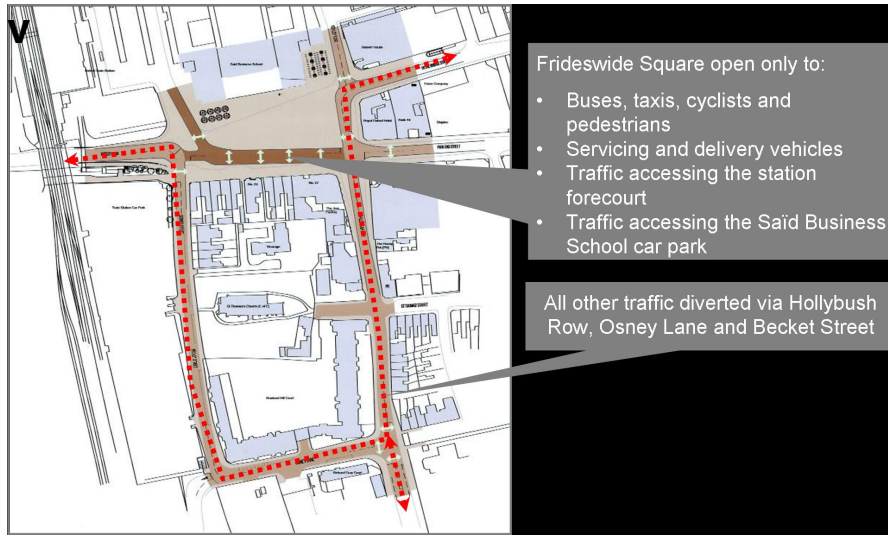
Approach B(i)



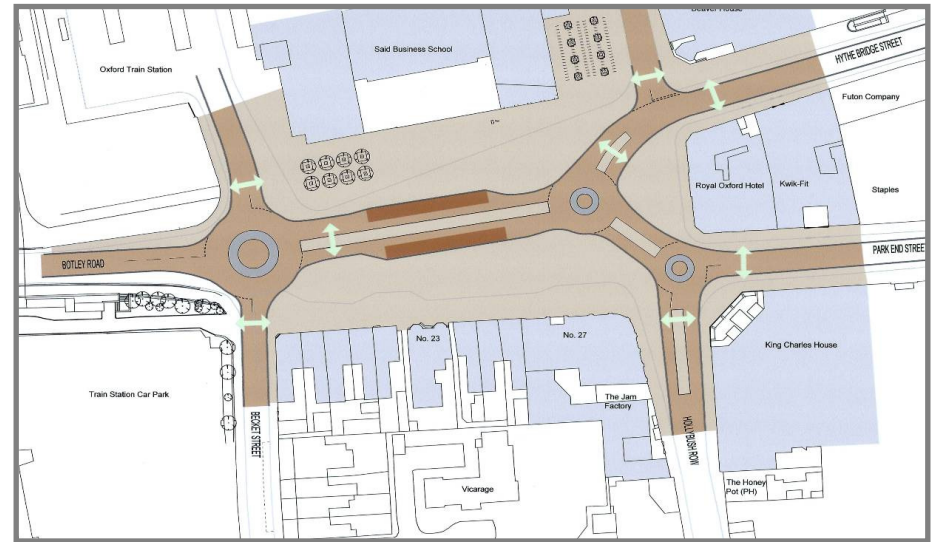
Approach B(ii)



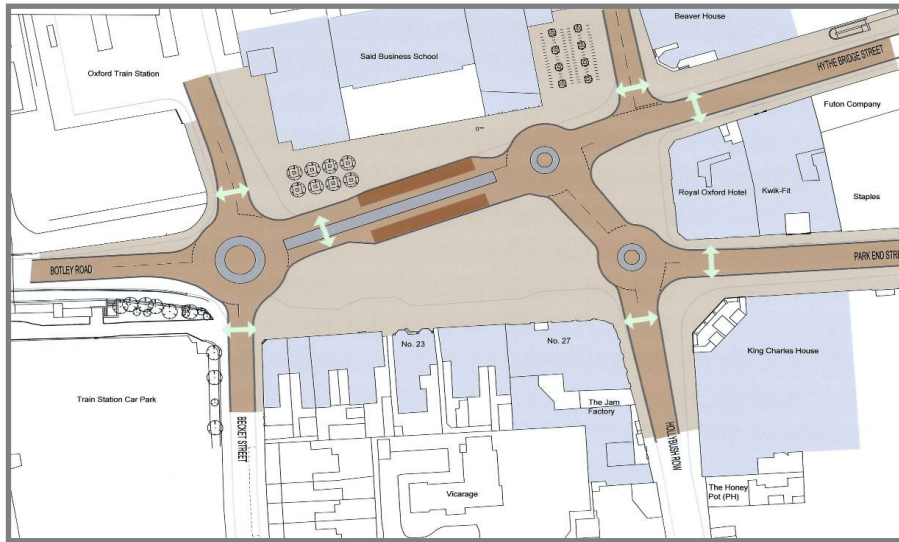
Approach C(i)



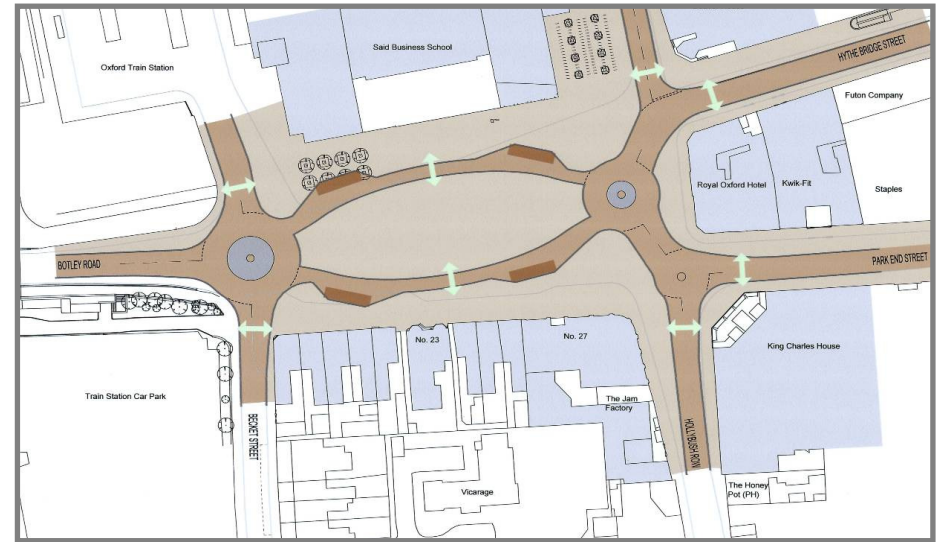
Approach C(ii)



Approach D – central road



Approach D – northern road



Approach D – road split