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### Submission to Cabinet Member for Transport for Meeting on Thursday, 31 March 2011

I am sorry that although I had registered to talk at this meeting on its original date last week, I am unable to do so this afternoon because of a prior commitment. I hope that my following comments will however be noted by the meeting.

#### **Frideswide Square Design Approaches**

Many years ago **ROX** recognised that this very important square and multi-functional junction was failing Oxford and its visitors. A sub-committee met and we submitted to the County Council the outline of a scheme, which we believe would improve the performance of the square and would make better use of the space. This was based on two roundabouts, one large and one small, with a mix of large and small traffic islands, which tried to take into account the needs of pedestrians, cyclists, buses and other vehicular users as well as local businesses. At the start of the new consultation with stakeholders we made some improvements and refinements.

Although different in several ways, we are pleased that the work carried out over the last two years by your transport planners and resulting in “design approach D” has recognised many of the key elements in our scheme.

As the most significant junction in the whole of the city centre, the main priority of a change is that of functionality. The plans proposed should achieve that with some alterations to bus bays and if the ‘calmed’ approach to traffic movement is successful.

One concern we do have is that of capacity.

At busier times of the day will the system cope with emergency vehicles, allowing them enough space?

If, as so often happens, the A34 is blocked through yet another incident, will the square be able to cope with large volumes of diverted traffic?

It is important that within the design of single carriageways, some extra road width could be made available to cope with such emergencies, and possibly for longer periods, without having to dig up newly laid paving and kerb stones.

As one of the most used entries into the city centre, it is vitally important that the new square gives a positive and pleasing impression to visitors and, on these grounds, the road split design, with some modifications, would seem to be the best of the two options.

At present the square is a blight on a city. Therefore, we look forward to being involved in further consultation as this scheme progresses and to the implementation of the finally approved version as quickly as possible.

Best wishes,

***Graham***

Graham Jones

For ***ROX – Promoting Oxford Business***