

Appendix 1 - Oxford Street District: Phase 1 Proposals

Intervention Type	No. Locations Identified (potential interventions)	Benefit	Risks & buildability comment	Dependencies
Carriageway Asset Interventions				
Relining of worn / faded road markings	115 locations identified	Clarity on restrictions; road safety;	Night working arrangements	-
Repair of Cracking Around Gully / Utility Covers	26 locations identified	Asset remediation; Pedestrian & cyclist environment improved; Safety benefits	Drainage repairs may be required; TM requirements	Subject to review of ACS data (August 2018)
Pothole Repairs	24 locations identified	Asset remediation; Pedestrian & cyclist environment improved; Safety benefits	Potential short life time with District Scheme; TM requirements	Subject to review of ACS data (August 2018)
Carriageway Failure Repairs	30 locations identified	Asset remediation; Pedestrian & cyclist environment improved; Safety benefits	Potential short life time with District Scheme; TM requirements	Subject to review of ACS data (August 2018)
Street Furniture Asset Interventions				
Remove or Relocate Bin	69 identified impacting on pedestrian movements	Footway environment; Safety	Uncontrolled relocation; lack of refuse provision	Coordination with WCC Cleansing
Remove or Relocate Redundant Pole	17 locations	Pedestrian environment; safety; reduced maintenance	Loss of asset; Owned by utility company; Potential for higher cost	-
Relocate Cycle Stands	8 stand locations identified	Pedestrian environment; safety; reduced maintenance	Provision of additional stands likely required given demands	-
Remove / Relocate Telephone Kiosk	6 locations (additional identified on side streets)	Pedestrian environment improved	Provider agreement;	Liaison with BT / other operators
Relocate Bench	2 locations	Pedestrian environment; safety adjacent to kerb	Unable to identify suitable alternative location	-
Signage Not Required	33 signs identified	* Improved pedestrian environment; * Reduced asset maintenance; * Reduced clutter	N/A	-
Relocate Signage	16 locations	* Improved pedestrian environment; * Reduced asset maintenance; * Reduced clutter	Unable to identify suitable alternative location	-
Legible London - Potential Additional Signage Locations	10 potential locations within and adjacent to study area	* Improved pedestrian environment & wayfinding * Decision points for pedestrians better addressed	Impact on pedestrian comfort & risk of service clash	Liaison with TfL when approved on additional signage, and coordination with WCC wayfinding strategy
Signage in Substandard Condition	5 locations	Improved pedestrian environment & wayfinding	N/A	-
Legible London - Requires Maintenance	9 existing sign locations in study area	Improved pedestrian environment & wayfinding	N/A	-
Drainage Asset / Ponding Interventions				
Defective / Blocked Gully Cover	56 gullies	Asset improvement, cycle safety	Full drainage repair may be required; Night working	-
Ponding - Footway	3 locations identified	Improved pedestrian environment	Likely need for additional footway works	Subject to review of ACS data (August 2018) and prioritisation of footway repairs
Deep drainage interventions	12 locations (TBC - additional sites in OSE may be identified)	Safety & asset improvements	* Survey reports required to confirm asset condition * Resource availabilityFull or partial road closure likely to be required	Subject to remaining CCTV surveys (August 2018), and coordination with District Scheme for potential priority areas
Footway Asset Interventions (refer to drawing OSM-01 for locations where identified)				
Replacing Tactiles where damaged / slip & trip hazard	Throughout where identified	Safety improvements, ped comfort, accessibility improvements	Potential short life time; Stats; Night working	Subject to review of ACS data (August 2018) and prioritisation of footway repairs
Localised footway paving repairs to mitigate key slip & trip hazards	Throughout where identified	Safety improvements, ped comfort	Potential short life time; Stats; Night working	Subject to review of ACS data (August 2018) and prioritisation of footway repairs
Safety Interventions				
Signal Cycle Time Review (OSW)	9 signal junctions on OSW	* Reduced pedestrian wait times and improved green man compliance; * Reduced delays for vehicles; * Potentially addresses a significant number of collisions (could achieve similar collision rate to OSE junctions)	UTC zone amendment - agreement needed with TfL; Traffic modelling likely to be required	Engagement with TfL Signals; potential traffic modelling
20mph Zone	Oxford Street between Marble Arch & Tottenham Court Road	Minor reductions in speed expected during less congested periods – evidence suggests this would deliver safety benefits	Traffic orders required (potential ETO)	Engagement with TfL (SRN) & TMO; potential traffic modelling
Banned Movement	3 potential movement restrictions	Reduced traffic flow on OSW particularly in PM and evening; Reduced exposure to risk posed by these vehicles	TMO requirements; potential opposition from taxis; TfL approval; Traffic modelling likely to be required	Engagement with TfL (SRN) & TMO; potential traffic modelling
Outside Bond Street Station - West One - Infill Bus Layby & Widen Footway	1	Potential to address 0.8 collisions/yr* including a fatal collision; Increased footway space to significantly improve PCL and streetscape in area of stress; Reduced risk associated with pedestrians crossing next to stopped buses; Improved pedestrian-vehicle intervisibility	TfL TI Input; TfL bus approval; TM Restrictions; Potential clash with Crossrail WTH works Drainage requires assessment to determine feasibility of relocations. Service cover clashes with proposed kerb line.	Engagement with TfL Buses & Signals; potential traffic modelling
Layby outside Boots - Widen Footway by removing loading bay	1 location	Potential to address 0.6 collisions/yr*; Increased footway space to significantly improve PCL and streetscape in area of stress	Loss of loading (TMO risk) TM restrictions Street furniture relocations required	Engagement with stakeholders to confirm existing requirements if loading pad required
Tottenham Court Road - Widen Footway	1 location	Potential to address 0.6 collisions/yr*; Improve quality of pedestrian provision; Reduce street furniture and improve PCL on southern footway (if bus stop removed)	TfL TI agreement TM restrictions Drainage requires assessment to determine feasibility of relocations.	Engagement with LBC to investigate alignment to WEP