

*Also mailed with this newsletter – Annual Review 2011 – a report on our achievements last year
If you are attending the AGM, please bring this review with you*

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Annual General Meeting

Thursday 15 March at 7pm

All welcome – see page 7 for details

Time for a street party!

Find out on page 3 why 2012 is special

**RESPECT OUR ENVIRONMENT
RESPECT YOURSELF
STOP THE LITTER**



**SEACOLE
HOUSE**

**GOING
EVEN
GREENER**

*Pupils from Oxford Spires Academy lead the way in the OxClean campaign.
Full story on page 2.*

A new railway station for Oxford?

By Peter Thompson, Chairman

Members of the Society's Transport Group have, for years, lamented the woeful inadequacy of the railway station, its limited connection to bus services and its inappropriateness as a gateway to the city. Now we believe there is a once-in-a-century opportunity to provide a genuine transport hub close to and easily accessible from the commercial heart of the city.

In 2004 some serious consideration was given to the construction of a completely new station at Oxpens which could address the shortcomings of the existing station, but nothing came of the proposal. So what has changed since then?

- The owners of the key part of the Oxpens site (British Rail Body (Residuary)) have announced their intention to sell it.
- There have been massive increases in rail freight traffic (49% since May 2011), making it necessary to remove the Oxford station bottleneck by platform alterations.
- Chiltern Rail has developed proposals for a service to Marylebone, via Bicester, necessitating a new platform at Oxford.
- Passengers using Oxford station have increased by 47% in the last three years, requiring the rail operators to seriously consider how capacity can be increased.
- Network Rail is committed to massive investment in electrification of the railway network and to replacement of the entire signalling system in the region.
- The Westgate and City Council Oxpens sites have been acquired by the Crown Estate and Land Securities, with the prospect in the foreseeable future of development on the site, with a John Lewis anchor store quite close to Oxpens.
- The Oxfordshire Local Enterprise Partnership has been established and the county is now recognised as a vital contributor to the nation's economic recovery.

We believe a new station at Oxpens could provide for all the current needs of all the rail operators, as well as allowing genuine flexibility to accommodate future requirements. The disconnection problems between rail and bus services could be addressed, and commercial development opportunity could be incorporated, both at the new station site and at the current station. A recent consultants' report commissioned by Network Rail, based on studies across a number of sites in the UK, suggests that station redevelopment can increase

property values by as much as 30%. At the current station site, the elimination of the station-generated pedestrian, cycle, car and bus traffic from Frideswide Square would, we believe, greatly ease the infamous traffic problems and enhance the prospects of creation of a genuinely attractive environment.

Time for a bold vision

Currently, piecemeal proposals to carry out expensive but minimal necessary improvements to the current station make no provision for future increases in numbers or lengths of trains, nor for enhanced passenger-handling facilities. Similarly, the County Council's multi-million pound proposals for the improvement of Frideswide Square already look inadequate and take no consideration of the increases in traffic of all kinds resulting from a revitalised railway system. These are short-term expedients with no vision for the future.

This opportunity will be lost for ever unless we see the potential and act now to realise it.

The City Council's Area Development Framework document describes the West End as the "poor relation" of the city, and an "under-utilised backwater". Currently, we believe that planning consultants are due to be appointed to develop detailed proposals for the West End development.

Could our Councils, our Enterprise Partnership, our national politicians, our transport organisations and our commercial developers really not work together to develop a real vision for this area, for the city, for the county and indeed for the country? We could have a landmark development, based on a transport interchange fit for the 21st century and a gateway worthy of the esteem in which Oxford is held across the world. This opportunity will be lost for ever unless we see the potential and act now to realise it.

This newsletter has a focus on transport issues – please turn to pages 4 – 5 to read about other debates we are engaged in.

If you have expertise in transport planning and would like to be involved, please contact me.

*Peter Thompson,
Chairman*



Spring cleaned!

By the time this newsletter reaches you, the 2012 OxClean Spring Clean will be over, the fifth such attack on Oxford's litter problem. It's now a great community event involving thousands of residents.

This year's Spring Clean had the best launch ever, on Friday 10 February, hosted by Oxford Spire Academy, an eco school with a clear message on responsible litter management and recycling. In an event attended by the Lord Mayor of Oxford, Councillor Elise Benjamin, the Vice Lord Lieutenant of Oxfordshire, John Harwood, the Principal, Sue Croft, and Oxfordshire United footballers, 300 students proved a very attentive audience. They showed us their own impressive videos and posters which they had created to promote awareness of litter. One of the posters is shown on the front page.

Read how the Spring Clean went at <http://oxclean.org.uk/>



UNESCO World Book Capital in 2014?

Oxford Inspires and partners are coordinating Oxford's bid to be World Book Capital in 2014. This prestigious accolade recognises the best programme by a city to promote books and encourage reading. Thirteen organisations, from the Bodleian Library to Oxfam, are preparing the bid for submission in April. The Society has endorsed the bid.

If successful, Oxford would host a year-long programme of events – from April 2014 to April 2015 – for visitors as well as city and county residents to take part in.

Among the exciting events in the World Book Capital year there will be some signature moments, including the redesign and opening of the Bodleian Weston Library and the completion of the Story Museum, a magical new centre for children's literature and storytelling.

Oxford Streets for People 2012 should be a special year for the street party movement in that it provides more reasons than usual to hold a party!



The *Streets for People* team is continuing to promote street parties as an excellent way to bring communities together. This year the Queen's Diamond Jubilee and the London Olympics are brilliant opportunities to celebrate – if excuse is needed at all! But if neither of these events appeals, or is not convenient, then there is the rest of the year! We, and the City Council, encourage you to party at any time.

The Queen's Diamond Jubilee will be celebrated from Saturday 2 June – Tuesday 5 June with many festivities focusing on a big lunch (see www.thebiglunch.com).

Olympic-related events may involve games in the street, with a particular focus on children. Or residents may want to do their own thing. Many choose **Street Party Weekend** in the middle of September (Saturday 15 and Sunday 16 in 2012) – the climax of the street party year. This is a good time in many parts of Oxford because a lot of people arrive in our community at the beginning of the school and academic year. So, we urge you to talk to your neighbours and think about a street party. They are not hard to do. We have lots of guidance on our website www.oxstreets.org.uk



On foot in Oxford

The *Streets for People* team has joined forces with the Oxford Pedestrians Association to encourage local councils to do more for those on foot. Called **On Foot in Oxford**, our programme builds on two of the Society's core aims. First, a recognition that priority should be attached to the design and management of streets for those on foot. A city which supports those on foot is healthy in many ways: supporting travel (almost all journeys involve walking at some stage), commercial vitality and low-carbon lifestyles. Second,

a recognition that the historic and architectural delights of our city can best be appreciated on foot.

In practice we are starting by collating details of all published **Oxford walks**. If you know of any (such as walks in your part of the city) then please let us know so we can add them to the collection.

We are also developing a street audit process – see below – and are helping the City Council with its Wayfinding project. The latter involves the installation of about 70 information signs and maps, and the removal of a similar number of outdated signs. Watch out for these appearing in late spring.

Oxford Streets for People: *Richard Bradley*
(Co-ordinator), *Tony Joyce, Pauline Martin, Christine Thompson, Ros Weatherall*

Help us to declutter the city centre

We have an opportunity to work in partnership with the City Council to **reduce pavement and signage clutter** when the city's new Wayfinding signs are installed in the spring of this year.

Would you be interested in joining a small group to look at the city centre and put together a list of suggestions? This would probably mean an afternoon walking round the centre as a group, to compile and agree a list.

If you'd like to get involved, please contact Ros Weatherall as soon as possible:
8 Richmond Road, Jericho, OX1 2JJ or
ros.weatherall@gmail.com or phone 01865 426805 (home), 07786 06 16 06 (mobile).

Photo courtesy of Oxford Pedestrians Association



Transport matters

Like buses in London, consultations seem to come in threes, and so the Transport Group has been working overtime. By the time you read this, our views on the revised layouts for **Frideswide Square** will be in the County's hands. While both of the layouts promise a more visually attractive square, the reduction in the number of carriageways seems likely to hinder traffic flow, particularly when the number of buses using the square is considered.

Life for pedestrians and cyclists is unlikely to be any easier, with no indications of where they are supposed to walk or ride. No effort has been made to designate or design preferred easier paths and tracks for them towards the city centre along Hythe Bridge Street or Park End Street.



The **Great Western Franchise Replacement** consultation offers us the chance to encourage the bidders to engage with our proposals to move the railway station to Oxpens and combine it with a bus station in a continental-style transport

hub. The railway station is at present operated by First Great Western, under contract to Network Rail.

The third consultation is on **Oxfordshire's Rail Strategy and Delivery Plan**, a document which claims to look forward as far as 2034. An initial look at this document suggests that it is mainly concerned with how already announced or proposed rail schemes might affect the city and county. There is no serious consideration of the potentialities for light rail schemes, and a reluctance to strongly support further electrification of the existing system to reduce the use of fossil fuels. It maintains that adequate improvements to access the city can be achieved by redesigning Frideswide Square and modifying the existing railway station, which we think is misguided.

We will be responding shortly to the third consultation on the **Barton plans** (closing date 23 March), including treatment of the A40 ring road.

Transport Group: *Juliet Blackburn, Richard Bradley, Tony Joyce, Andrew Pritchard (Convenor), Graham Smith, Peter Thompson, David Townsend, Ros Weatherall*

Can we end our traffic problems?

"We are winning a few battles but we are **not** winning the war," according to Peter Headicar, former Reader in Transport at Oxford Brookes. Peter was one of eight brilliant speakers who enthralled the audience at the our **symposium on transport** last November. He was referring to the **traffic congestion** in and around the city, which, without bold policies, will simply worsen. *Peter has kindly summarised his talk on the opposite page.* Steve Howell, a transport director from the County Council, defended the Council's record, not least given the restrictions on public spending.

Louisa Weeks and Martin Sutton from the **Oxford Bus Company** and **Stagecoach** respectively described their partnership that has brought innovative joint ticketing and timetabling and a consequent reduction in bus congestion. Few of us had an inkling of just how hard the regulators make it to broker these kinds of deals. **Network Rail's** Principal Planner, Chris Aldridge, showed how investment is helping to attract more rail passengers while also taking freight off the roads.

Ben Hamilton-Baillie, a pioneer in the use of '**shared space**', delighted the audience with his talk on what the imaginative use of shared space can do to tame traffic, make cycling and walking more attractive options and, paradoxically, make journey times more efficient for traffic. This is the approach we might see in Frideswide Square when it is reconfigured.

Professor David Banister, head of Oxford University's Transport Studies Unit, reminded us that we cannot afford to lose the transport battle. Transport accounts for **25% of global CO₂ emissions** and we need to reduce it by a factor of four or five to avoid catastrophe. This requires a radical rethink of work patterns, land-use planning (to make trips shorter), vehicle efficiency and, most of all, personal choice of transport. Sadly, he said, it appears to be easier to re-engineer our vehicles and roads than to get us to change our behaviour.

So it was fitting that the day included a passionate and humorous plea from our own Ros Weatherall to **walk and cycle** more, for our own health as well as that of the city. With an impressive array of statistics – two-thirds of all journeys are under five miles and almost one-fifth are under a mile – she challenged us to leave the car at home or share a car, through car clubs for instance. The audience cheered.

It was a day fizzing with insights and inspiration so if you missed it visit our website for all the presentations: www.oxfordcivicsoc.org.uk/transsymp.html

Transport in Oxford: the broader, longer view

By Peter Headicar, Oxford Brookes University

1973 – roughly 40 years ago – marked the introduction of Oxford's Balanced Transport Policy (BTP). This rejected previous plans for road-building in the heart of the city and substituted the now familiar regime of 'demand management'. This limited car use into the city centre by traffic management and controlled parking, and promoted more space-efficient modes instead, including Park-and-Ride services for people from outside the city.

Since the 1970s large increases in population, employment and visitor numbers have added to transport demands. The BTP and its successors have achieved a remarkable transformation in the city centre but the roads into and around it remain congested and unpleasant for much of the day. The ring road and several of the approaches to it are also congested at peak times. Increasingly it is traffic from outside the city which represents the source of these problems; a half of all journeys to work in the city and two-thirds of all the journeys by car now come from outside.

2050 – roughly 40 years into the future – is the horizon year set for the national strategy to reduce carbon emissions by 80%. Over this time-period transport planning in Oxford faces a triple challenge – to address existing problems while managing additional demands from continued development in the region (see graph below) *and* doing so in a way which drastically cuts emissions.



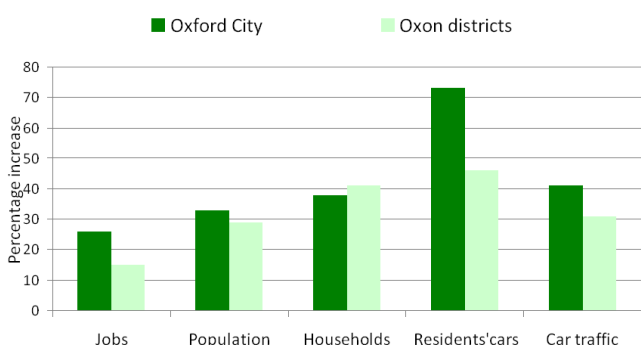
the necessary scale and promoting alternatives to the car by itself won't bring about a sufficient reduction in per capita car use.

Charging for road space

Fortunately there is a way out of this dilemma. In the city centre we have come to accept the principle of charging for public parking space as a means of rationing demand to the available supply. As demonstrated in Central London we can apply the same principle to public road space in order to contain the total volume of traffic while at the same time using the revenue generated to invest in a range of improvements for alternative modes of transport.

A charging scheme is needed which discourages car use on and within the ring road at peak times and car journeys into and around the city centre more generally. This should be presented as a 'congestion-free' charge since this is the benefit which those who continue to drive (and everyone else) will enjoy.

Projected change over 40 years (2001-2041)



Increasing the proportion of travel by modes other than the car is a necessary contributor to all three objectives. There is no shortage of measures which might promote this. Unfortunately discussion of the options available suffers from two 'elephants in the room' – there is insufficient public money to invest on

Transport hubs

To complement this a step-change is needed in the quality of the public transport alternative. We have already seen at Thornhill the scope which exists to develop Park-and-Ride sites as transport hubs for inter-changing between cars and a range of bus and coach services. This needs to be extended to other sites and to similar new hubs developed to serve the surrounding towns as part of an integrated network.

What has been achieved in the city centre today was scarcely imaginable 40 years ago. A similar vision and commitment now needs to be applied to the next 40 years, but addressed to Central Oxfordshire as a whole.

Planning matters

The Group has looked at many planning applications made in the past four months and has scrutinised about 60 in detail. This summary covers a small selection.

Marring a medieval site

In **Cornmarket Street, No. 28** is next to one of Oxford's oldest buildings, the ancient tower of St Michael's church. It is an exceptionally sensitive medieval three-storey wood-frame house, lovingly restored quite recently, and in a perfect setting, and yet it is disfigured with numerous garish posters and external A-boards. The retrospective application is for change of use from retail to sale of tickets and foreign exchange, and this has been *permitted*. It would be more fitting if this half of the building were used, as the other half is, for sale of sandwiches, (or, as in the recent past, as a dress shop).



Farewell to a landmark building

The **Fox and Hounds pub at 279 Abingdon Road** presents its own special problems. It is a handsome and unusual building, surely a landmark, with a forceful character, and in a prominent position. We would have preferred it not to be demolished but to have been restored, remodelled and perhaps converted to flats. However, conditional permission has now been granted to replace it by a modern building for retail use by TESCO on the ground floor, with two floors of flats above. Access will be difficult because of the surrounding traffic. Alterations to the road junction and neighbouring pavements are being demanded to improve pedestrian safety.

Headington housing

Application was made to extend and convert the bungalow at **129 Lime Walk, Headington**, to provide three dwellings (two 3-bed and one 2-bed). The house is well built and well designed and fits

harmoniously into its setting, and is a rare example in Oxford of a high-quality, generously proportioned bungalow. We objected strongly to the proposal and it has been *withdrawn*.

At **29 Old High Street, Headington**, application was made to demolish all buildings and to replace them with five new 3-storey houses with garages. This house is an important building of great value to the village, defining the margin of the Conservation Area, and it has much charm and historic value. It could and should be restored and returned to use as a family house. The application has been *refused*.

Other residential plans

For **1 Elsfield Road, Old Marston**, an attractive old stone house possibly of the eighteenth century or older, an application was made to remove the porch and to erect two side extensions on one and two floors. This was *refused* permission.

3 Lathbury Road is half of a large semi-detached pair of houses designed by Frank Mountain in 1905, along with several others in North Oxford. They have attractive features characteristic of the Arts and Crafts Movement, inside and out, and deserve to be treasured, which includes retaining the symmetry of the pair. Being in the North Oxford Victorian Suburb Conservation Area the building should be spared drastic alterations. However, current proposals to add two large extensions, on ground floor and rear first floor, which will markedly change its appearance, have been made and they have gained *permission*.

An application for changes to **8 Cyprus Terrace** is still *pending*. This is a tiny cottage tucked away next to the shop in Upper Wolvercote, one of a small terrace of old, perhaps Victorian, cottages. The application is for a single-storey front extension, which would fill most of the space attached to the house. It would destroy the integrity of the terrace of cottages as it would be out of scale and not in keeping with the others.

At **127 Rose Hill** a proposal was made to convert the loft by creating a 'box dormer', which would look like a shed on the roof and overlook local gardens. This has been *refused* permission.

Planning Group: Gillian Argyle, Clive Booth, Kate Joyce (*Convenor*), Neil MacLennan, Chris Rayson, Stuart Scott, Peter Thompson, Tim Treacher

Annual General Meeting

Thursday 15 March 2012

Please join us for the pre-AGM talk: 7pm and AGM: 8pm

The 43rd Annual General Meeting of the Society will take place in the
Magdalen College Auditorium, Longwall Street.

It will be preceded by a talk by James Erskine on

Creation Theatre and the current state of the arts in Oxford.

The talk will start at **7 pm** and refreshments will be available from **6.30 pm**.

Agenda

- | | |
|--|--|
| 1 President's opening remarks | 8 Planning report |
| 2 Apologies for absence | 9 OxClean report |
| 3 Minutes of Annual General Meeting held on Thursday 17 March 2011 | 10 Transport report |
| 4 Matters arising from the minutes | 11 Streets for People report |
| 5 Chairman's report | 12 Election of Officers for 2012-13 |
| 6 Treasurer's report and accounts for 2011 | 13 Election of Committee Members for 2012-13 |
| 7 Programme report | 14 Any Other Business of which notice has been given |

Copies of the minutes of the 2011 AGM and the full accounts for 2011 can be seen on the website and some printed copies will be available at the meeting. *Shaping Oxford's Future: Annual Review 2011* circulated with this newsletter constitutes our reports to members. Please bring this agenda and the annual review with you.

Vernon Porter, Honorary Secretary, info@oxfordcivicsoc.org.uk

Members of the Executive Committee at their February meeting (left to right)

Back row: Sir Clive Booth, Tony Joyce (Vice-President), Richard Bradley, Sir Hugo Brunner (President), Stuart White

Middle row: Kate Joyce, Liz Grosvenor, Juliet Blackburn, Pauline Martin

Front row: Gordon Balme (Hon Treasurer), Peter Thompson (Chairman), David Townsend, Vernon Porter (Hon Sec)



Changing Oxford – from 1992

By Tony Joyce, Vice-President

In this second of three articles based on a talk given a year ago, Tony Joyce recounts the discoveries on returning to the city in 1992 after an absence of 20 years.

Returning to the same house in Headington, the changes which had taken place during our absence were very obvious. Two were on our doorstep. The introduction of a Residents' Parking Zone had immediately solved parking problems in Latimer Road but with less congestion the street had become a popular rat-run for those seeking to avoid the crowded London Road.

One reason for that extra crowding was also a major benefit to local residents: increased numbers of buses provided an excellent service into town, while the popular and cheap coach services to London, Heathrow and Gatwick had been made viable by the completion of the M40 during our absence. In fact the many improvements to the national motorway and trunk road system had made Oxford an ideal centre for travel to other parts of the country, airports and channel ferries. It is striking how much the traffic volume on these links has increased since then.

On the ring road too, changes had occurred or were in progress, in preparation for the introduction of the Oxford Transport Strategy. The aim of this was effectively to close the city to through traffic by restricting use of the High Street to buses and taxis during the day, and banning traffic from some city centre streets. We watched the progress of additional roundabouts and signals at the major junctions on the ring road, and particularly the massive project (funded with European Commission money) to construct the flyover in Cowley at the Watlington Road junction – sad though significant that the main work for this was done by a German company! Gone were our earlier memories of this area with fleets of cyclists changing over shifts at the motor works. Park-and-Ride too had only been an idea back in 1972, and cycle lanes had been non-existent.

Another very obvious change was just down the road at Gipsy Lane. Here, what had been an emergent Polytechnic had burgeoned and was in the process of transforming into a new university, assisted by the unexpected availability of the Headington Hill Hall site, so conveniently just across the London Road, following the sudden death of Robert Maxwell and

the collapse of his Pergamon Press. To the 1972 question "How's it going?" the Polytechnic Principal's wife had responded, "Fine. We have six students sleeping on our sitting room floor."

The lack of funding for purpose-built accommodation during the intervening years had continued, with a steady increase in the number of houses in Headington in student occupation. Tensions between local residents and the university were beginning to appear – only partly resolved by the formation of the Coordinating Committee of Headington Residents' Associations as a liaison group with the Brookes University authorities. Again, a timely opportunity arose when the Government Buildings site, on Marston Road, next to Headington Hill Hall, was vacated and the City Council allocated it for Brookes' use (particularly student accommodation), rather than housing. Without these two windfalls, it is difficult to see how the city could have found room for its second university within the city boundary.

Other local changes were evident almost everywhere as, in response to the unremitting housing pressure within the city, the process of infilling of available spaces had continued unabated. Along Old Road, for example, Finch Close had been squeezed in beside the Valentia Road playground, and the Little Oxford estate had been carved out of the edge of the Warneford Fields.

Our absence had coincided with the rise of the super-market. We now found an abundant choice of major providers tempting us to shop by car on the ring road or further afield. Some of our favourite local shops had already disappeared and Headington was struggling to maintain a lively shopping centre. On New High Street, the disused Moulin Rouge cinema site was shortly to be replaced by a block of flats. Holyoake Hall, on the corner of London Road and Holyoake Road, having been successively dance hall, bingo and snooker club, was also converted into flats, though its ground floor shops remained. The ensuing years were to bring many more fundamental changes to the city's structure and functioning.

See also Mark Barrington-Ward's book Forty Years of Oxford Planning, published by the Society in 2010



Photo: Graham Smith

Blue Plaques in 2011

By Eda Forbes, Oxon Blue Plaques Board

Last year's awards highlighted the diverse history of Headington with the focus in March on **John Henry Brookes (1891–1975)** after whom Oxford Brookes University is justly named. He was a consummate artist and craftsman who, as Principal of the old Oxford City Technical School in St Ebbe's from 1928, enhanced the status of practical subjects in the city and paved the way for later momentous educational developments. The plaque was erected at 195 The Slade, his home for many years.

At Headington Quarry we celebrated the indigenous folk culture of the area by commemorating

William Kimber

(1872–1961), charismatic dancer and musician, and key figure along with Cecil Sharp in the revival of English Morris dance and folk music. He was

a bricklayer by trade and the plaque is to be found at 42 St Anne's Road, the house he built and lived in for 50 years.



In October it was the turn of Old Headington where **Salvador de Madariaga (1886–1978)** lived at Box Tree House, 3 St Andrew's Road. He was the first King Alfonso XIII Professor of Spanish Studies (1928–31) and returned to the house as an exile from



Franco's Spain. Statesman as well as scholar, he is especially remembered as an active champion of European integration. The photo shows his daughter,

Professor Isabel de Madariaga (left).

In Thame we unveiled plaques for **James Figg (1684–1734)**, the first English boxing champion, for **Henry Boddington (1813–1886)**, destined to found the famous Manchester brewery, and for **Alfredo Campoli (1906–1991)**, the celebrated virtuoso violinist. In Abingdon we honoured **Daniel Turner (1710–1798)**, Baptist Minister and one of the pre-eminent non-conformist ministers of his generation.

For a fuller picture of these exceptional people, see www.oxfordshireblueplaques.org.uk

www.oxfordcivicsoc.org.uk

OCS people

John Ashdown was the City's Conservation Officer until his retirement and led many of our walks.

He writes:

"I am still being asked why I no longer lead Civic Society walks. The answer is that my legs gave up. On my last walk in 2009 I found myself leading from the back. Not really practical.

Back in the 70s, 'critical and convivial' walks were developed by Victor Berry and Dame Penelope Jessel; at some point I was organised into contributing. My work gave me access to the right people and a knowledge of change in the city. Pamela Schiele and then Sheila Glazebrook and I thus programmed many walks in the city centre and, after my retirement, the urban fringes and countryside. Now younger members have expertly taken over the task of leading memorable and informative walks."

The Chairman adds:

We are immensely grateful to John Ashdown for his many years of support to the Programme Group. His expertise is legendary and much missed.

An award for Graham Smith

Congratulations to Graham Smith, stalwart of the Transport Group, for his receipt of the Urban Design Lifetime Achievement Award, with his co-authors of the design handbook *Responsive Environments*.

The award was presented by the Urban Design Group on 15 February (www.udg.org.uk)



News in brief

Cultivate is a not-for-profit co-operative food and farming enterprise, keen to make local sustainable food more accessible and convenient in and around Oxford. They farm and sell fruit and vegetables grown locally to organic standards. Their 'VegVan' will bring fresh, local produce to where communities want it, at times to suit.

Cultivate is also helping to train a new generation of socially-minded, environmentally friendly farmers. Individuals and organisations can get involved in many ways – as a co-operative, the organisation is owned and run by its members – see www.cultivateoxford.org

Booking form April – June ticketed events

Closing date for applications: **21 March**. Please enclose:

1. cheque/s payable to Oxford Civic Society, one for each event
2. one stamped, addressed envelope for all tickets

Member's name

BLOCK CAPS PLEASE

2nd member's name

IF APPLICABLE

Address

.....

Postcode.....**Telephone**.....

Email.....

EVENT	No of tickets	Amount enclosed
Visit to Oxford Playhouse Please indicate your preferred date (or both dates if wished)@£7	
Wednesday 18 April, 10.15am Saturday 21 April, 10.30am		
Visit to Balliol College archive Thursday 10 May, 2pm@£7	
Rose Hill walk Please indicate your preferred date (or both dates if wished)@£4	
Sunday 13 May, 2.30pm Saturday 19 May, 2.30pm		
Cowley Road walk Please indicate your preferred date (or both dates)@£4	
Saturday 2 June 2.30pm Sunday 17 June 10.30am		
Iffley Road sports complex Tuesday 12 June Please indicate your preferred time (or both times)@£7	
10am 11.30am		

Note: Tickets are allocated soon after the closing date but if you miss it, it's always worth asking if there are places left. Cheques are banked three weeks after ticket issue; after that no refunds can be given. **Send completed form to Alan Hobbs – see right.**



Programme calendar 'Cut out and keep'

April – June 2012

*ticketed events

Thursday 15 March **6.30pm for 7pm**
Pre-AGM talk by James Erskine on his company, Creation Theatre, and the current state of theatre and the arts in Oxford. AGM starts at 8pm

Wednesday 18 April* **10.15am**
Saturday 21 April* **10.30am**
Visit backstage at the Oxford Playhouse

Thursday 10 May* **2pm**
Visit to Balliol College Historic Collections Centre, St Cross Church, Holywell

Sunday 13 May* **2.30pm**
Saturday 19 May* **2.30pm**
A walk round the new developments in Rose Hill, an estate transforming itself

Saturday 2 June* **2.30pm**
Sunday 17 June* **10.30am**
A walk up Cowley Road, led by local historian Annie Skinner

Tuesday 12 June* **10am and 11.30am**
A tour of Iffley Road sports complex, soon to be an official training ground for Olympic competitors

Thursday 21 June **7.30pm for 8pm**
The canon, the chemist and the dinosaurs,
a talk by Allan Chapman on the roles of Canon William Buckland and Dr Charles Daubeny in the development of science in the mid-19th century

*Contact for booking/tickets only:

Alan Hobbs
66 Southfield Road
Oxford OX4 1PA
01865 248 105



Programme April – June 2012

Digital photos of events (preferably captioned) can be sent to newsletter@oxfordcivicsoc.org.uk

Open talks – all welcome

no pre-booking, members free
non-members £4 at the door

Thursday 15 March: Creation Theatre and the arts in Oxford – pre-AGM talk

Magdalen College Auditorium, Longwall Street

Tea/coffee 6.30pm; talk 7pm, AGM 8pm

James Erskine, Creative Director and Chief Executive of Creation Theatre will discuss the work of his company and the current state of theatre and the arts in Oxford.

Thursday 21 June: The canon, the chemist and the dinosaurs

Ioannou Centre for Classical and Byzantine Studies, 66 St Giles

Tea/ coffee 7.30pm, talk 8pm

Allan Chapman, of Wadham College, will cover a period when Oxford academics made major contributions to science. He will discuss the roles of Canon William Buckland of Christ Church and Charles Daubeny of Magdalen in the development of geology, palaeontology, chemistry and botany from 1810 – 1865. Both were original researchers, wonderful figures and became the stuff of Oxford legend.

Members-only visits and walks

tickets needed for these events: bookings by **21 March**

Wednesday 18 April at 10.15am and Saturday 21 April at 10.30am Behind the scenes at the Oxford Playhouse

Tickets £7

Following on from the talk by James Erskine at the AGM in March (see above), a visit to one of the best-loved cultural centres in the city – the Oxford Playhouse. Join a backstage tour, preceded by an introductory talk on the theatre's history. We'll finish with coffee or drinks in the upper bar.

Thursday, 10 May, 2pm: Balliol College Historic Collections Centre, St Cross Church, Holywell

Tickets £7

Balliol has recently opened a magnificent archive of its many treasures at St Cross Church in Holywell, from medieval manuscripts through early printed books to notable holdings of modern literary, scientific and political papers. Dr John Jones, Emeritus Fellow of Balliol College, will provide an overview of the collections and place them in the context of one of Oxford's oldest and most celebrated colleges.

Sunday 13 and Saturday 19 May, 2.30pm

The good, the bad and the ugly:

new developments in Rose Hill *Tickets: £4*

Rose Hill is an estate undergoing change. Although it remains an area of high social deprivation, crime and anti-social behaviour are now virtually non-existent. There has been an upsurge in community spirit and some young professionals are moving into the area. The most obvious change is new housing, now almost complete. Peter Wilkinson has lived in Rose Hill for 30 years and describes himself as 'a community activist'. He will lead a walk that is more about blue bins than Blue Plaques!

Saturday 2 June, 2.30pm and Sunday 17 June, 10.30am

A walk up Cowley Road

Tickets: £4

Cowley Road is one of the most important and vibrant roads leading out from the centre of the city. Local historian Annie Skinner will lead a walk from The Plain, describing the urban streetscape and explaining the history of the parish and the notable buildings beyond the familiar shop frontage of modern Oxford.

Tuesday 12 June, 10am and 11.30am: Iffley Road sports complex

Tickets: £4

As the nation and Oxford prepare to host the Olympic Games, an opportunity to visit Iffley Road, headquarters of Oxford University sport. Jon Roycroft, Director of Sport, will discuss Oxford University and the Olympic Games, and its role in 2012 as an official training ground for competitors. He will also outline ambitious future plans for Iffley Road. To be followed by a tour of the complex, with refreshments available at the conclusion.

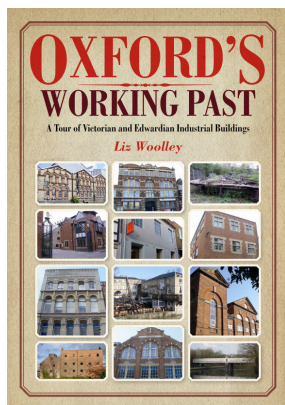
If you book and can't attend ...

At every event, a few people fail to turn up. We understand people can't always keep to their plans, but we always have a 'reserve' list for our events and someone will be delighted to take your place.

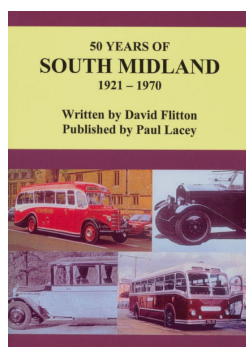
So if you have a ticket and can't make it at the last minute, please phone Alan Hobbs on 01865 248 105.

Book shelf

Many members have enjoyed guided walks around Oxford with local historian Liz Woolley. Her new booklet, *Oxford's Working Past: A Tour of Victorian and Edwardian Industrial Buildings*, will be published in early May. It describes three walks around different areas of the city, looking at 26 formerly industrial buildings and sites.



Society members can buy the booklet at a special pre-publication price of £4.50 (plus £1.50 P&P) if orders are received by the publisher before 1 May 2012. Please mention 'Civic Society' with your order and 50p from each booklet sold will be donated to the Society. Send a cheque for £6 made out to: Huxley Scientific Press, 35 Marston Street, Oxford OX4 1JU, tel 01865 241073, or email info@huxleyscientific.com, www.huxleyscientific.com



50 Years of South Midland 1921 – 1970 by David Flitton charts the origins and development of Oxford's premier coaching company, a pioneer in the express coach field, from the days of the primitive charabanc through to the luxury coaches of the post-war years. The book contains 142 half-tone illustrations in its 192 pages, along with route maps. Society members can buy the book at half cover price plus postage (£7 incl) from the publisher, Paul Lacey, 17 Sparrow Close, Woosehill, Wokingham, RG41 3HT, phone 0118 979 4097, email:

paul.lacey17@btinternet.com

Video

Students of Brookes University have worked in partnership with the City Council's Recycling Team to produce a video for the benefit of Oxford residents explaining the recycling process. Called *The Recycling Journey* it is available on the Council's website at:

www.oxford.gov.uk/PageRender/decER/Where_Recyclables_Go_occw.htm

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