Site Context

Oxford and the surrounding area is made up of a number of different centres with varying influence over the development of the City as a whole. Cowley Road, Headington and Summertown District Centre and the new Cowley Primary District Centre are lower order centres around the City's core where the station is located. The City also includes two strategic development sites subject to their own Area Actions Plans: Barton Area and Northern Gateway Area. The Oxford Station area lies within the heart of the adopted West End Area Action Plan.

The site sits on the edge of the City Centre boundary, and within the West End renaissance area which is almost entirely located within the City Centre.

The site is located close to a number of major development opportunity sites which are at different stages of the planning process.

Osney Mead

Osney Mead Industrial Estate is located to the south west of the City Centre and the Botley Road. The 18ha site is an under-occupied industrial site to the west of the City Centre, close to the Westgate Shopping Centre, Oxpens and the railway station, but currently has poor connectivity to these areas. The area is currently identified in planning policy as an employment site and the University plans to develop the site for a mix of land uses and consulted on a masterplan in 2016.

Oxpens

The Oxpens site sits between Oxford Railway Station, Westgate and the River Thames and provides an opportunity for much needed housing, offices, research and development space, a hotel, local amenities and public open space. An SPD was adopted by Oxford City Council in 2013 and sets out the expectations for the development of the site.

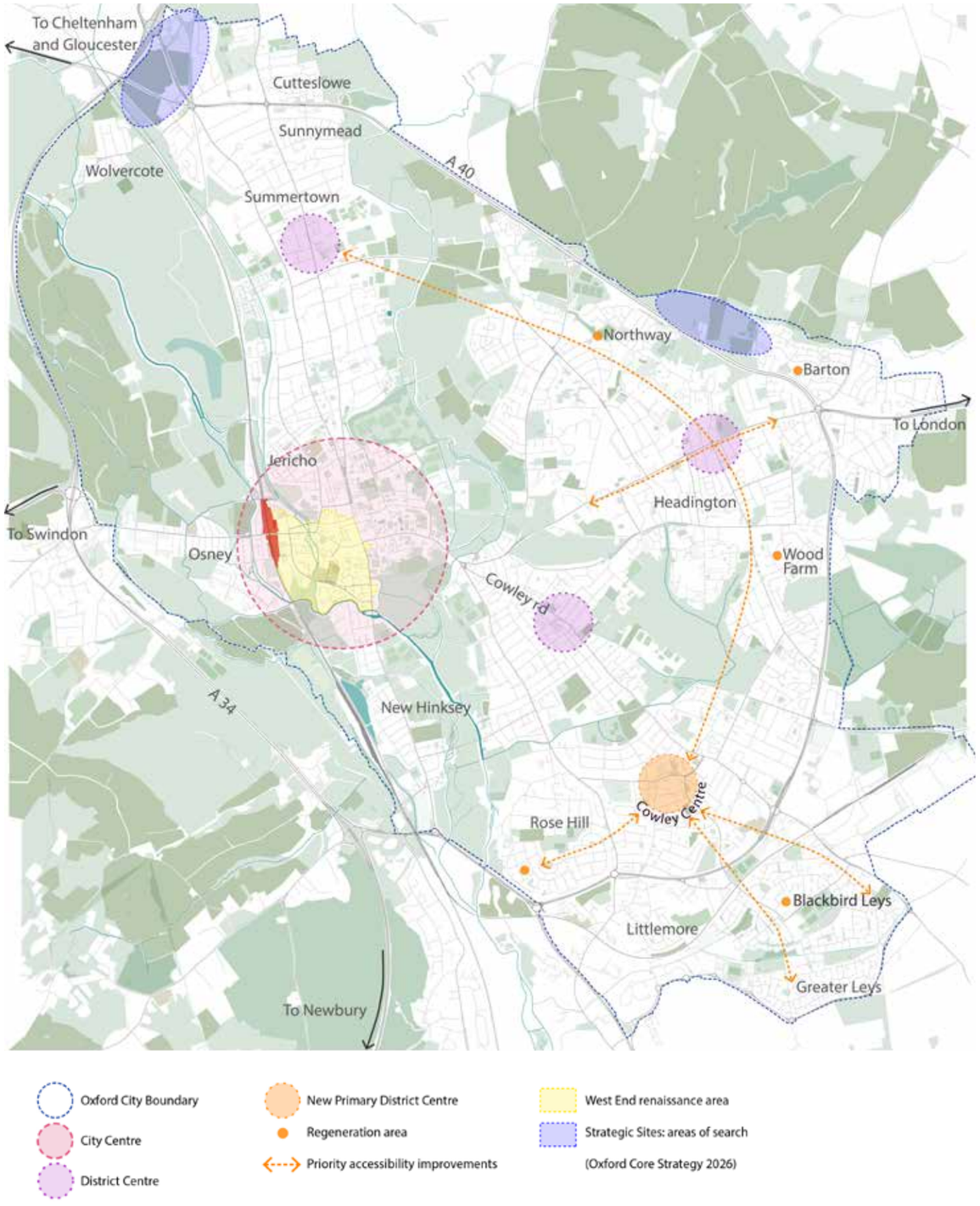
Westgate

The Westgate development is located in the City Centre, within walking distance of the station. It will establish a strong connection between the City's main shopping artery and Oxpens Road. This redevelopment provides retail, leisure and residential floorspace together with car parking spaces.

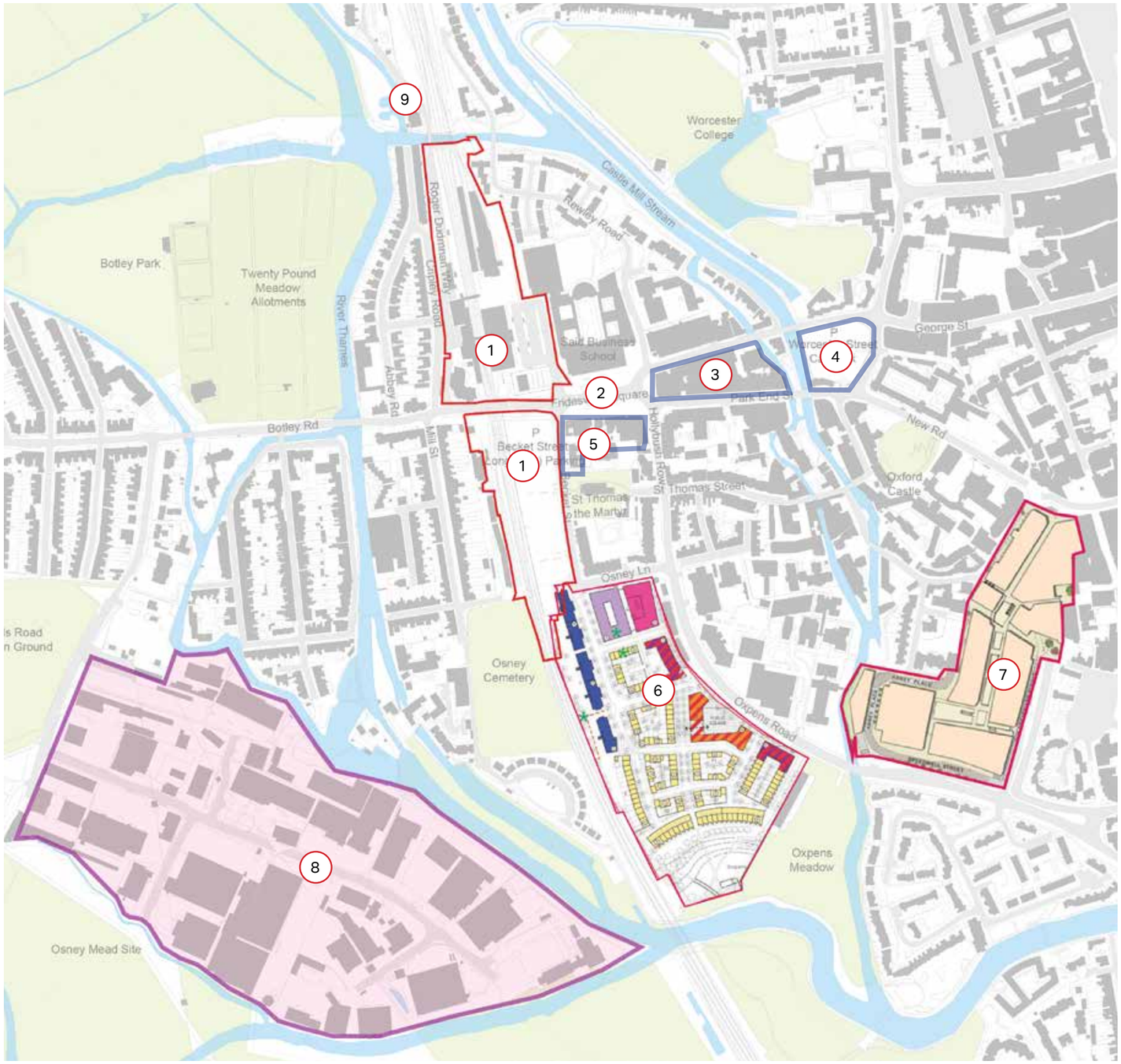
Frideswide Square

Frideswide Square is the main thoroughfare between the station and the City Centre. It is located immediately to the east of the railway station and is bound by the Said Business School and Royal Oxford Hotel.

Recent redevelopment work has transformed the square to create a more welcoming public realm and wider pedestrian walkways. The area is now less congested and safer for cyclists and public transport users to navigate.



1. Oxford Station Masterplan site
2. Frideswide Square
   Recently completed, it enhances the arrival experience from and to the station
3. The Island site - Various proposals.
4. Worcester Street Car Park - Potential development
5. South side, Frideswide Square
6. Oxpens Masterplan - SPD adopted in 2013;
   Mixed-use development enhancing riverfront setting with new links to Osney Mead and existing City Centre
7. Westgate shopping centre
8. Osney Mead Industrial Estate - University masterplan in preparation;
   Potential 16 ha / mixed-use development (with employment / residential); enhancing riverfront setting with new links to City Centre.
9. Co-op Nursery



Context plan including surrounding opportunity sites

Heritage Context

'Oxford has a wide variety of building types, with buildings of the Colleges and University contrasting with those of the town; and distinctive buildings that illustrate the life and working of the town (railways, canal, Covered Market), religion (churches and other places of worship), and leisure (theatres, cinemas, ice rink). Often minor and 'unknown' buildings have a history and significance at more than local level.' Oxford Heritage Statement

Oxford has a unique and important heritage and archaeological context made up of a variety of building types and contrasting architectural features. The City Centre includes a number of conservation areas and heritage assets, including the historic colleges and University buildings, which need to be considered when new development proposals are being put forward.

The station area is located within an area of archaeological potential and close to scheduled monuments.

In addition the City Centre including the station area is subject to a height restriction which limits building heights to 18.2 metres within 1,200m radius from Carfax Tower. The site also falls in part within the scope of the Oxford View Cones which seek to preserve the City's townscape character and unique historic skyline.

The medieval precinct of Osney (or Osney) Abbey, is located 30m from the scheduled remains of the medieval Rewley Abbey and may be crossed by the line of the Royalist Civil War defences which are known from map evidence to encircle the west end of St Thomas' Church.

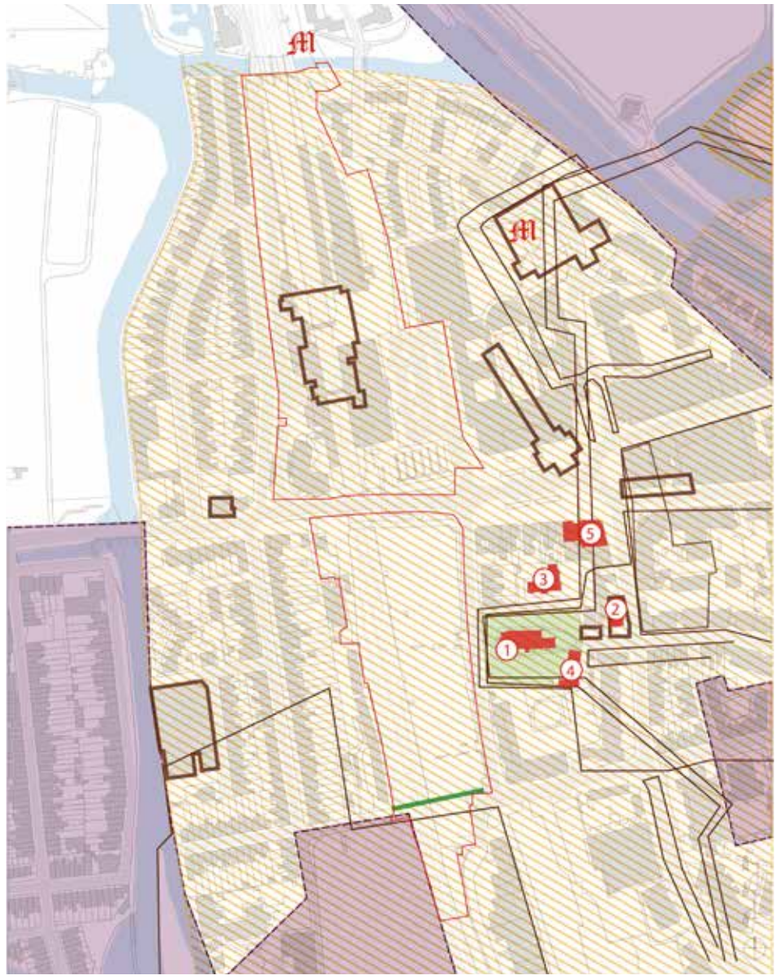
The historic route way of Osney Lane, which linked the town with Osney Abbey, a scheduled monument, crosses the site as does the heavily truncated historic causeway route from Oxford to Botley (i.e. the Botley Road). The industrial archaeology relating to the post 1851 development of the railway in this area may be of limited local interest, including the upstanding brick pedestrian tunnel under the railway on Botley Road.

The scheduled 19th -20th century monument at railway swing bridge over the Sheepwash Channel is of historic importance.

Whilst previous investigations suggest significant disturbance and land raising can be expected in areas adjacent to the railway, there remains a degree of uncertainty over the survival of important archaeological remains in specific locations. The proposed development should accordingly consider the impact of development on archaeology including carrying out necessary investigations as part of the planning process.

A number of listed buildings are located near the site.

1. Church of St Thomas the Martyr - Grade II Listed (LBS 245883).
2. The Lodge St Thomas Street - Grade II Listed (LBS 245884)
3. ST Thomas Vicarage, Becket Street, Grade II Listed (LBS 245328)
4. John Coombes House St Thomas Street, Grade II Listed (LBS 245882)
5. Nr 27 Coopers Marmalade Factory, Grade II Listed (LBS 481530)



Heritage assets and conservation areas

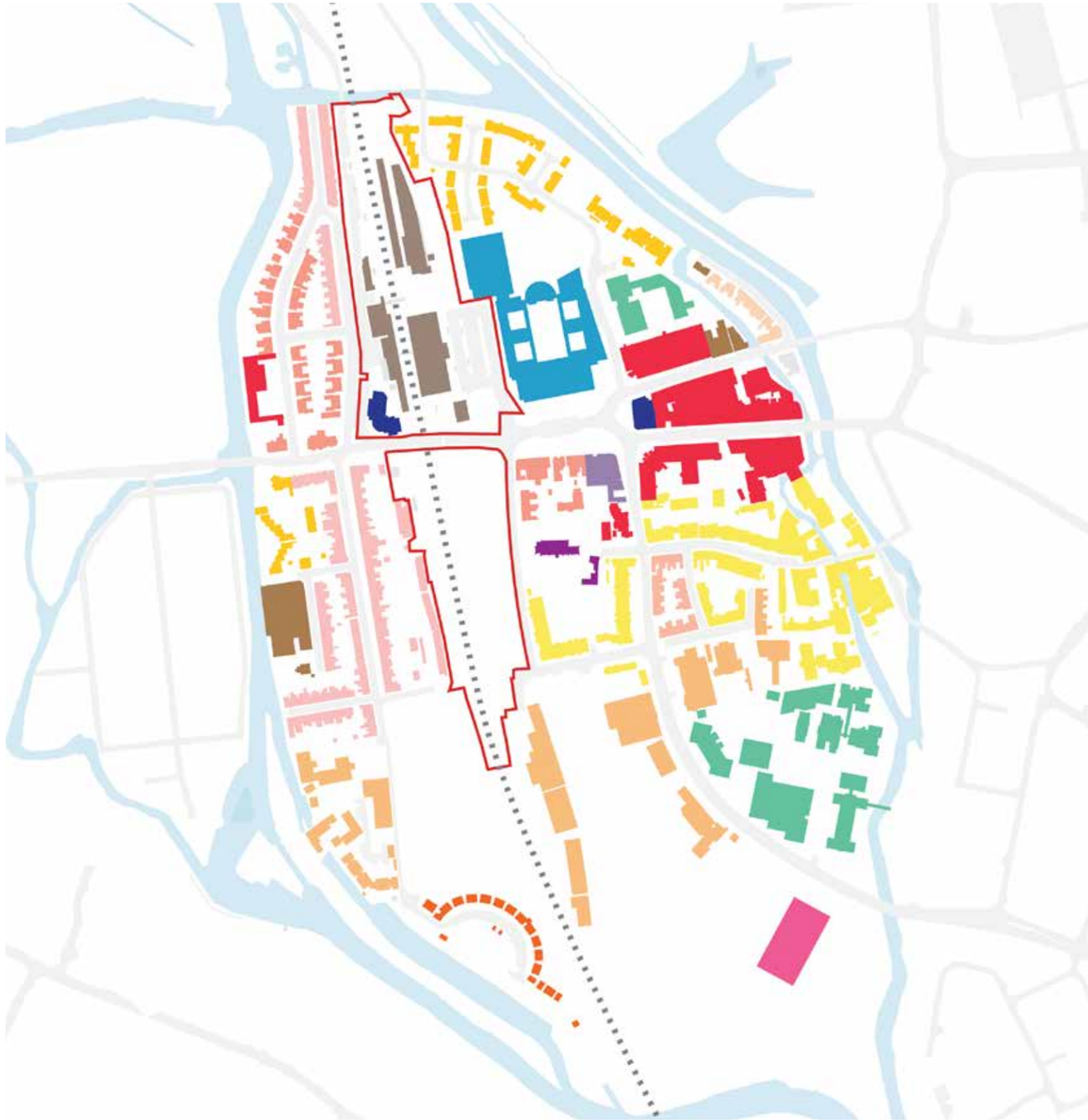
Heritage

- Listed buildings
- Conservation area
- Zone of known archeological interest
- Mapping of archeological events
- Scheduled Monuments
- Other important heritage sites

Character Areas

The surrounding context includes a variety of architectural character areas, building types and scales.

- The area west of the station is characterised by low rise terraced housing aligned with the railway tracks and station buildings. These are attractive and popular residential areas for both families and students. Some larger buildings can be found along the waterway.
- The area south of the station is characterised by a loose and low density urban grain, with a large area of open land towards Oxpens. The Oxpens Masterplan SPD proposes to increase density and improve this part of the West End, creating, together with Westgate, a new western focus for the City Centre. The urban grain in this location is expected to increase in density.
- The existing City Centre is predominantly located to the east of the station and is characterised by a dense streetscape. It includes a variety of architectural styles and is set at a higher scale than the rest of the City. It is characterised by the network of enclosed spaces relating to the colleges and the University, mixed with commercial and civic buildings.
- Frideswide Square, Hythe Bridge Street and Park End Street form a clear east-west route from the Station Area to the City Centre.



Character areas plan

- Victorian Villas 1850-1900
- Victorian Terraces 1850-1900
- Flats / Private Housing 1945-1980
- Private Housing Post 1980
- Social Housing
- Factory / warehouse
- Mixed Retail / Offices
- Offices pre 1945
- Said Business School
- Recreation
- Hotel
- Civic
- Church pre 1800
- Station buildings

Transport and Access

The Oxford station area is to become a truly integrated transportation hub providing a range of public transport options within and beyond the city.

Overview and projection

The approximate population of Oxford is anticipated to grow from 152,000 people to 165,000 people over the next decade. Additionally, current demand for employment in the City significantly exceeds the resident workforce due to a large shortage in housing supply within the City. As such there is significant commuting into the City from neighbouring areas - almost half the City's workforce travels into Oxford and commuting distances are increasing with work journeys needing to 'jump' the Green Belt.

The City's rail connections are also used by those living in the City and nearby to travel to jobs in London and the Thames Valley, which underlines the important bilateral relationship between the City, adjacent cities and the rest of the County. With increasing in-commuting, overcrowding and congestion on key transport routes inhibit growth and add pressure on the City's infrastructure.

Oxford's capacity and demand

Oxford rail station is currently served by a mix of Cross Country (up to two peak services an hour in both directions between Reading and the north of England) and Great Western Railways eight peak hour services an hour between London Paddington and the north (Worcester and Hereford) – 12 two-way train services in total. The rail station is served by two mainline service platforms, whilst two further lines allow for non-stopping services to operate through the station i.e. freight trains. A 3rd terminating platform is served by Chiltern railways via their service between London Marylebone, Bicester Village and High Wycombe which commenced operation at the end of 2016. The introduction of the Chiltern terminating service will serve as growth in services with the addition of four trains an hour, providing a total of 16 peak hour services an hour via Oxford station.

From 2019 Oxford station is anticipated to serve the western section of the east-west rail connection between Milton Keynes / Bedford and Cambridge. This will include two new rail lines and platforms at Oxford station to accommodate this.

Phase 2 works which are under way will result in the following alterations / additions to the current station over the course of the next few years:

- Demolition of buildings as required for CP5/6 Infrastructure scheme
- Demolition of Station Services Buildings & associated car parking
- Widening of the bridge over Botley Road
- Construction of widening bridge over Canal
- Construction of new western through track
- Construction of new Island Platform

The Oxford station area recognises one of the key objectives is to meet the operational demands of anticipated rail growth to 2043. The future design will ensure, through dialogue with stakeholders in Network Rail the ability to future proof the design of the station and allow for passive provision for development such as for example provision on the eastern side of the station for track widening.

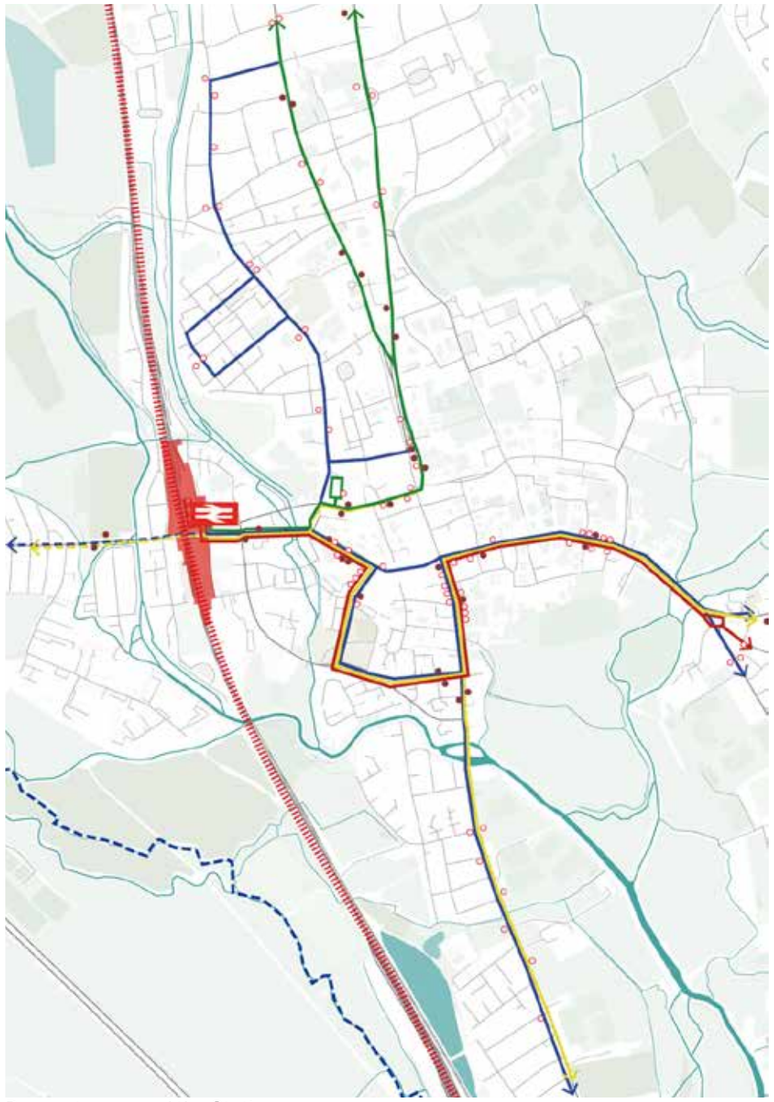
Demand for buses in Oxford is high and is reflected in the network of routes and services. The city bus network comprises city bus routes, Park & Ride services and an established and well utilised long distance coach network.

City Centre Park & Ride routes generally utilise the bus interchange fronting the existing station and bus stops located on Frideswide Square and the wider City Centre. Coaches in the City generally utilise the Gloucester Green Bus Station, which is the Oxford terminus for long-distance coach services, including the frequent services to London and to Cambridge. The bus network is currently constrained by:

- Inadequate space within the station forecourt to accommodate the demand for buses and routes;
- Poor multi modal linkages / way finding between buses, taxis, rail and coaches is evident; and
- The clear headroom clearances beneath Botley Bridge are constrained, which impacts on bus routing

Cycling is central to the ethos of Oxford, with a high percentage of residents and visitors cycling. The recent Census data suggests approx. 15-20% of commuter trips are undertaken by cycling with the City boundary. The appetite for cycling is reflected in a large area of cycle parking located in the existing station forecourt (approx. 600 spaces) and this is expected to increase. Equally new improved shared cycle/ footway arrangements have been installed within Frideswide Square which provides an improved environment for part of the strategic east-west Oxford dual cycle route along Botley Road.

The OXONbike mixed fleet (pedal / electric) cycle hire scheme is now rolling out across the city, with 8 cycle hire stands available at the station, with many other locations now up and running. A Brompton Cycle hire docking station is also located at the station providing an alternative to OXONbike and further reflecting the appetite and changing face of cycling as an integrated multi-modal transport choice for stations.

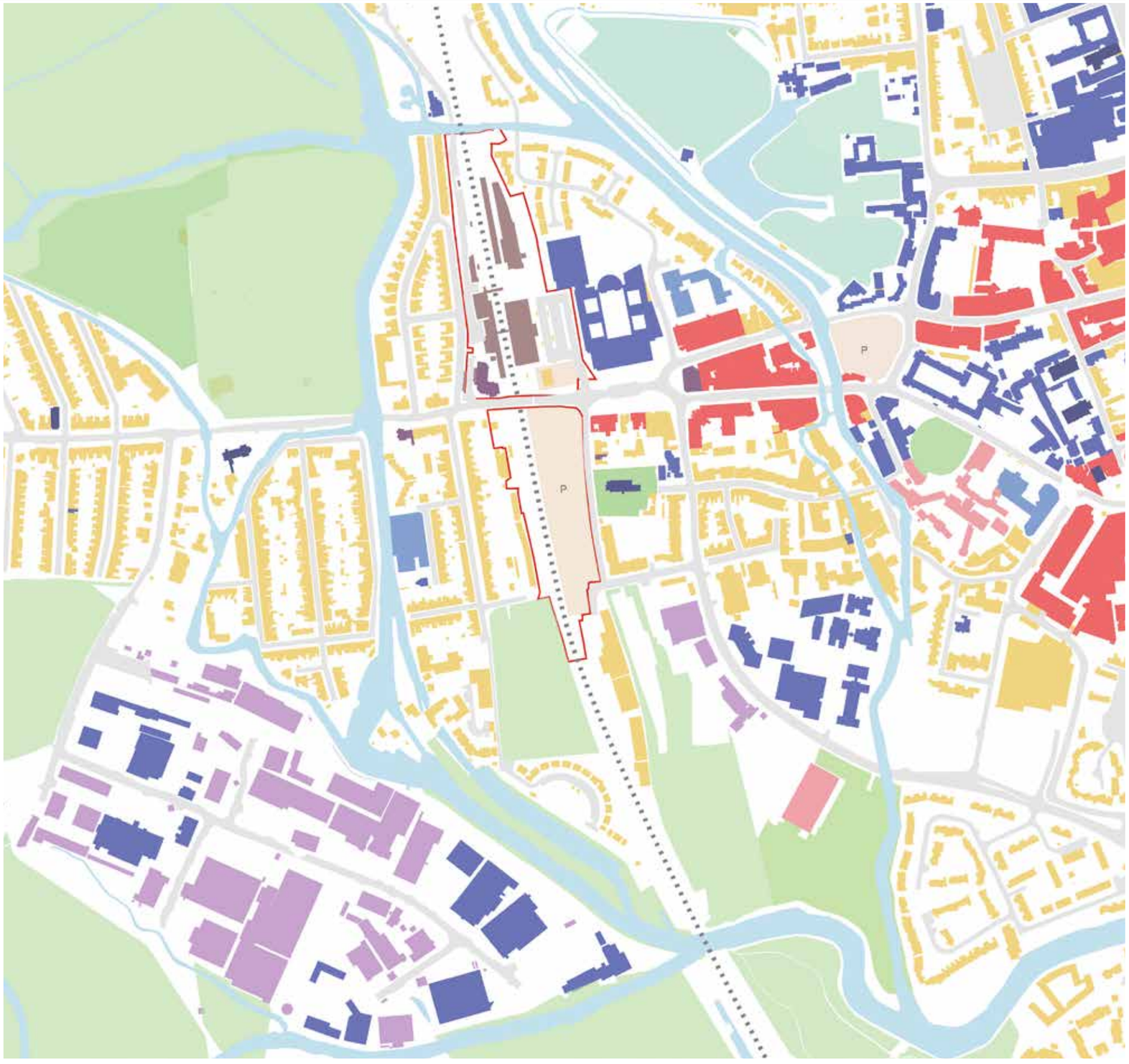


Bus routes around the Station area.

Land use

The Oxford station area context has a wide range of land uses such as academic, commercial and residential, which define this urban neighbourhood.

- The railway line acts as clear dividing line between the land uses represented in the City Centre and immediate surroundings.
- The area west of the station is mainly residential, while on the south corner the Osney Mead industrial estate is made up of large floorplate storage, distribution and business uses.
- East of the station, where most of the City Centre sits, there is a mix of land uses which includes:
    - Residential: found in the heart of Oxford and surrounding the core of the City Centre.
    - Retail floorspace: located in the existing Westgate Centre and other main retail frontages in the City Centre.
    - University and college buildings are located throughout the City Centre.
    - There is a small number of hotels in the City Centre.
    - Civic and cultural buildings.



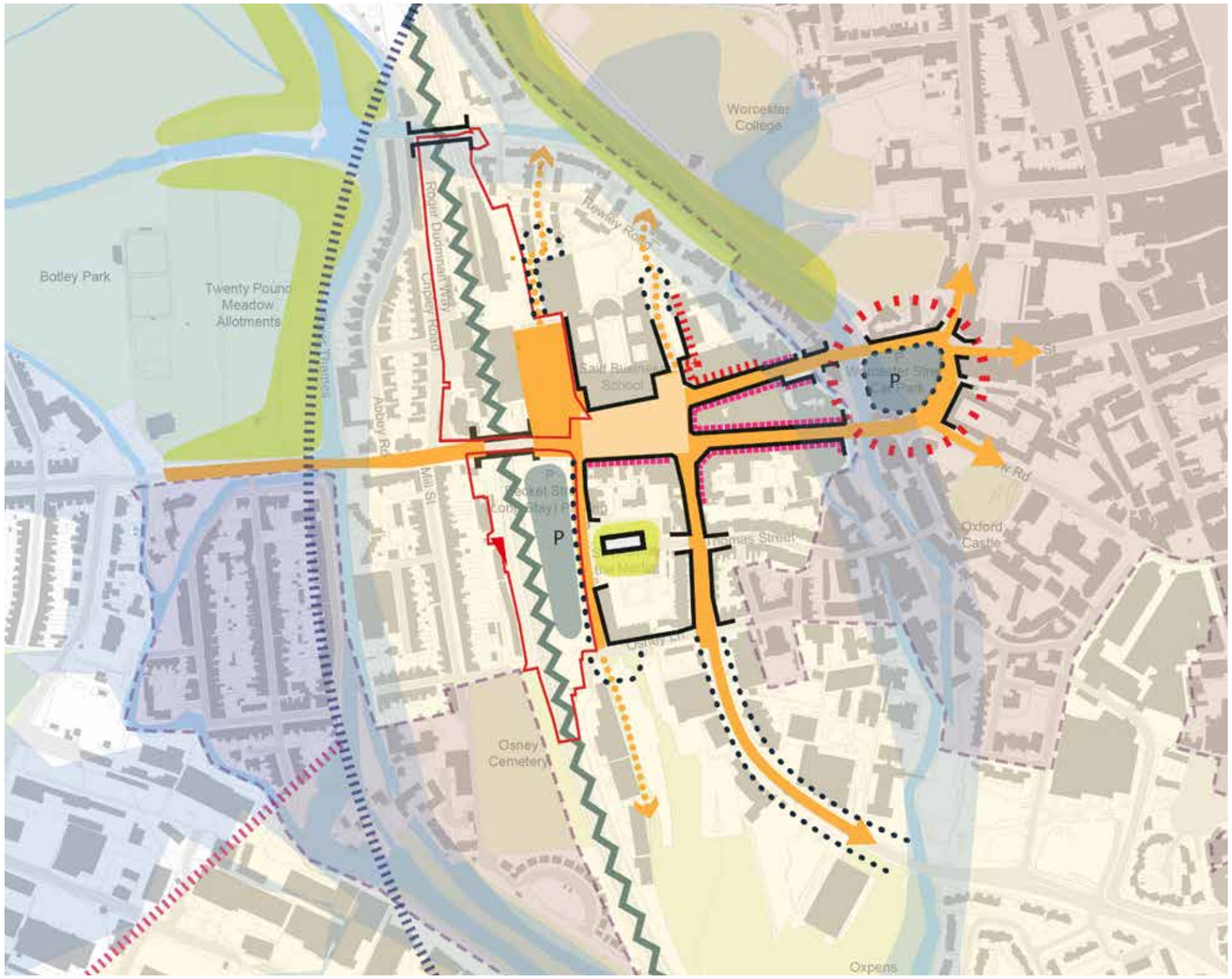
Existing land use plan

Constraints

The railway line creates severance between neighbourhoods to the east and west. This is a key issue which the station area development should prioritise in addressing through placemaking, design principles, and modifications to Botley Road and bridge.

The station area has some key constraints that the development will need to address:

- The railway creates severance, which restricts access and connectivity between east and west.
- The Botley Road under-passage creates an unwelcoming pedestrian gateway to the west of the City.
- The elevated railway splits the site into a significant east facing parcel and narrower parcels to the west.
- Issues of flooding will need to be fully considered and consulted up on.
- The existing station area and station building create poor frontage with the surrounding streets and public realm.
- The station building does not have a visual presence from any of the station approach routes, hence offers poor legibility as a major transport interchange within and beyond the city.
- The quality of public realm immediately in front of the station is poor and does not relate to the high quality public realm in Frideswide Square.
- Carfax tower height restrictions apply to the station area, limiting the maximum height of buildings within the development unless a case can be made showing development will avoid harm to the Oxford's protected View Cones.
- The City's architectural quality needs to be preserved and enhanced through the station's architectural features.
- The exact position and design for any transfer deck should be subject to detailed pedestrian flow analysis.
- Network Rail's safety and operational demands and future requirements will need to be addressed in design development of the Oxford station area.



Constrains diagram

Site Constraints

1

The trees in front of the existing station and next to the existing cycle parking are likely to need to be removed and replaced where necessary.

2

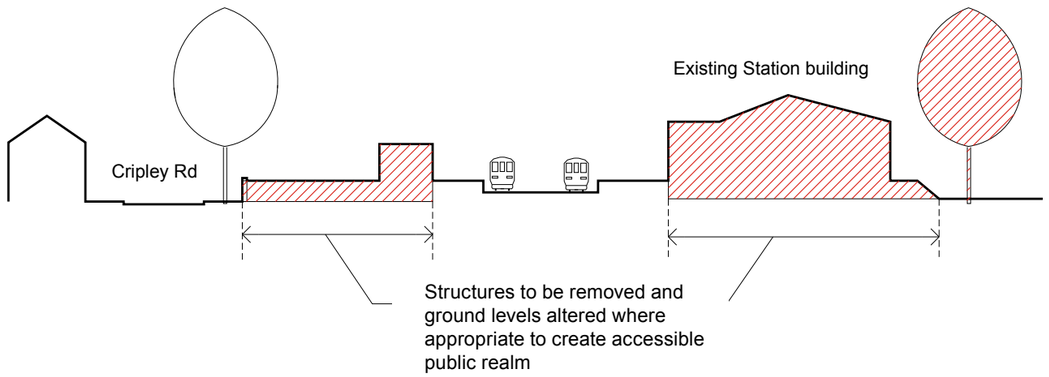
Improvement works to Botley Road bridge to create additional height and new footpath and cycle lanes will result in disruption to access routes that will need to be managed.

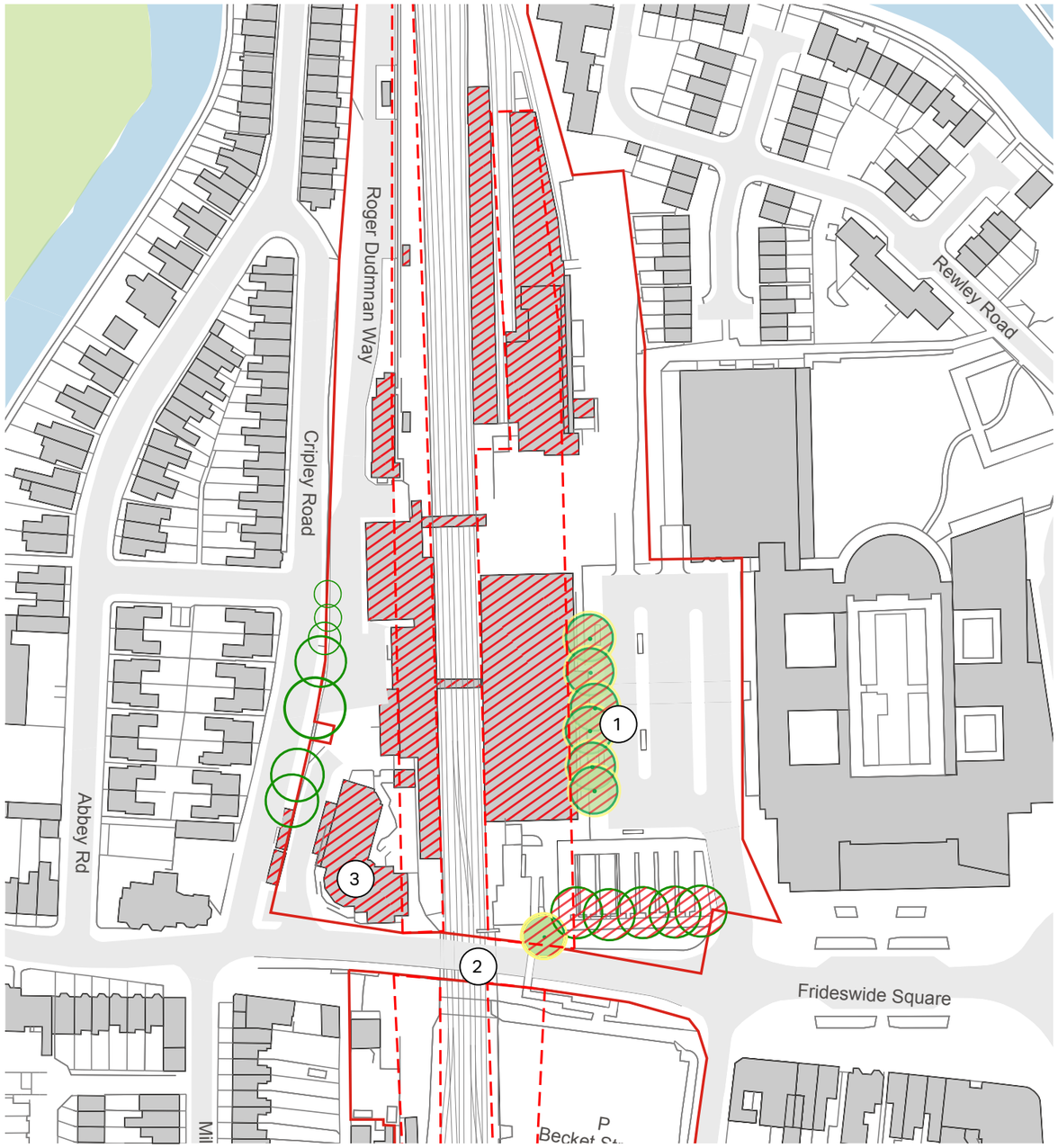
3

The Youth Hostel building (YHA) will need to be removed and alternative premises found as part of Network Rail's planned Phase 2 works.

4

Osney Lane footbridge should remain functional and allow pedestrian access during redevelopment of station area and is to be enhanced as part of the overall development including access improvements; some temporary closure may be required to facilitate development on Becket Street.





Site plan with existing structures that will be removed.

Existing structures/ trees to be removed

Rail expansion area (may be subject to alteration)

Tree preservation orders (TPOs)

Note: A provisional Tree Preservation Order has been made on the trees along Cripley Road and is currently out to public consultation with a view to it being confirmed shortly

0 20 40

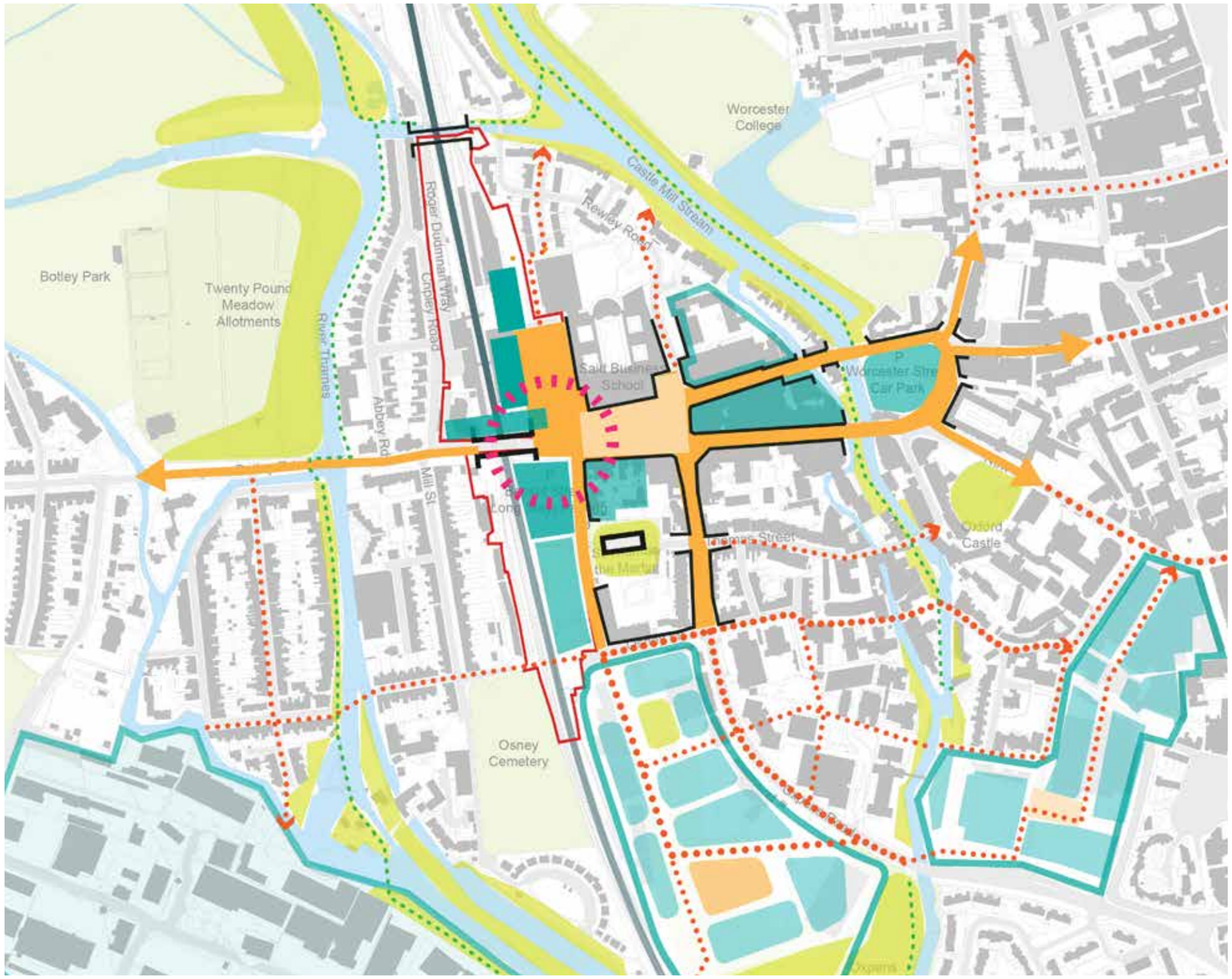
Opportunities

The station area development should respond to its immediate context, including nearby development sites, in order to support the emergence of a new quarter of the City as well as the existing City Centre and Oxford as a whole.

Key opportunities

The station area should be developed as a fully integrated transport interchange supported by appropriate land uses to maximise the opportunities for the area:

- To create a well-connected access and movement network linking the station to the surroundings with improved east-west connectivity as well as the wider area.
- Create a new townscape reference for the station area, where taller buildings around the station and Frideswide Squares define this important quarter of the City.
- Appropriate orientation of the new Station building to frame and accentuate key local views providing visual presence and legibility to the station area from the key approach routes and particularly Frideswide Square.
- Create positive frontage along all the key streets and public realm.
- Establish the new western station entrance and a gateway from the western part of the City.
- Increase use of sustainable transport modes through creating an upgraded transport interchange.



Opportunities diagram

Public realm

Pedestrian connections

Canal paths

Future developments

Key frontages

Open space

Opportuniy for accent buildir

Station Area - Bird's eye view from east

Frideswide Square

Design Principles | 04

Urban form, views and accent buildings

Comprehensive redevelopment of the station area provides an opportunity to significantly improve this part of the City Centre in urban design terms and contribute to the character and identity of Oxford through innovative design solutions.

Design Principles

The existing station buildings and surrounding open spaces currently detract from the character of the City and provide a poor sense of arrival and don't make best use of land and key frontages in an accessible and prominent location.

A high quality design response to be detailed within a comprehensive Design and Access Statement will include the following:

1. Proposals should set out a comprehensive approach to development of the site including consideration of development phasing; a piecemeal or partial redevelopment proposal is unlikely to be considered acceptable.
2. Development should provide an exemplary architectural response with particular regard to the most visually prominent parts of the site adjacent to Botley Road, both east and west of the railway line.
3. Ground floor active frontage should be provided on key frontages, including along Botley Road, the new station square and Becket Street. Blank facades will not be acceptable on key frontages.
4. Development should enhance local and wider views towards the site, demonstrated via a Townscape and Visual Impact Assessment, also analysing and demonstrating the positive impact of the proposal on these views.
5. Development should include high quality innovative and efficient design solutions and building materials that contribute to and complement Oxford's architectural character and heritage.
6. The exact position and design of the transfer deck may require refinement but this should not compromise the juxtaposition of the station building front entrance with the forecourt and Frideswide Square.

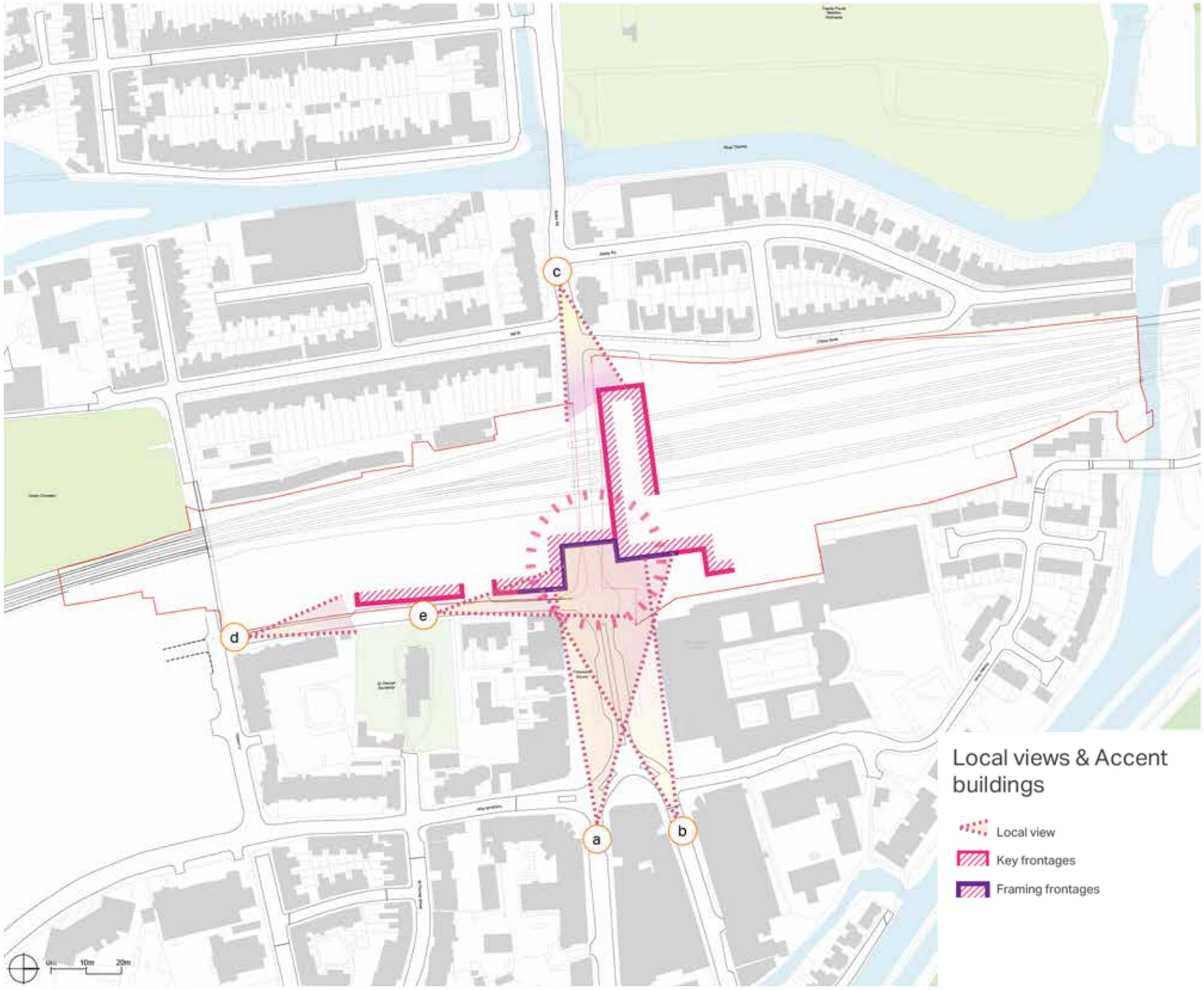


Figure DP1: Urban form, views and accent buildings design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Scale and Massing

The station area development provides the opportunity for a high quality architectural response. Oxford's skyline is a distinctive and valuable aspect of the City's heritage and as such must be preserved by any new development.

Design Principles

The Oxford View Cones Assessment sets out details of the key views towards Oxford's skyline. Under existing Local Plan and Core Strategy policies, new development must preserve and not detract from the views. In addition, Oxford's saved Local Plan policy HE.9 identifies an 18.2 (60ft) AOD limitation on building height within 1,200 metres of Carfax Tower.

Although the effects of development on local and wider views both need to be considered, it is recognised variation in building height within Oxford can add to the City's character and certain parts of the station area offer potential for instances of height (carefully located higher buildings) to contribute to Oxford's skyline. It is anticipated the development proposals will include assessment via a comprehensive Townscape and Visual Impact Assessment to be submitted as part of a planning application in line with the following principles:

1. Development within the station area should in general not exceed the height established by the Carfax Tower of 18.2 metres (60 ft) AOD.
2. The scale of new development should be consistent with ranges identified on the scale plan shown in Figure DP2.
3. Instances of taller development may be acceptable, subject to an assessment of the design in relation to Oxford's protected views as set out in the Oxford View Cones Assessment 2015. As well as the impact on views, any proposals for higher development should provide an outstanding and sensitive architectural approach, a strong relationship with the streetscape, improved legibility for the area and consideration of micro-climatic conditions, including daylight, sunlight and overshadowing where relevant.

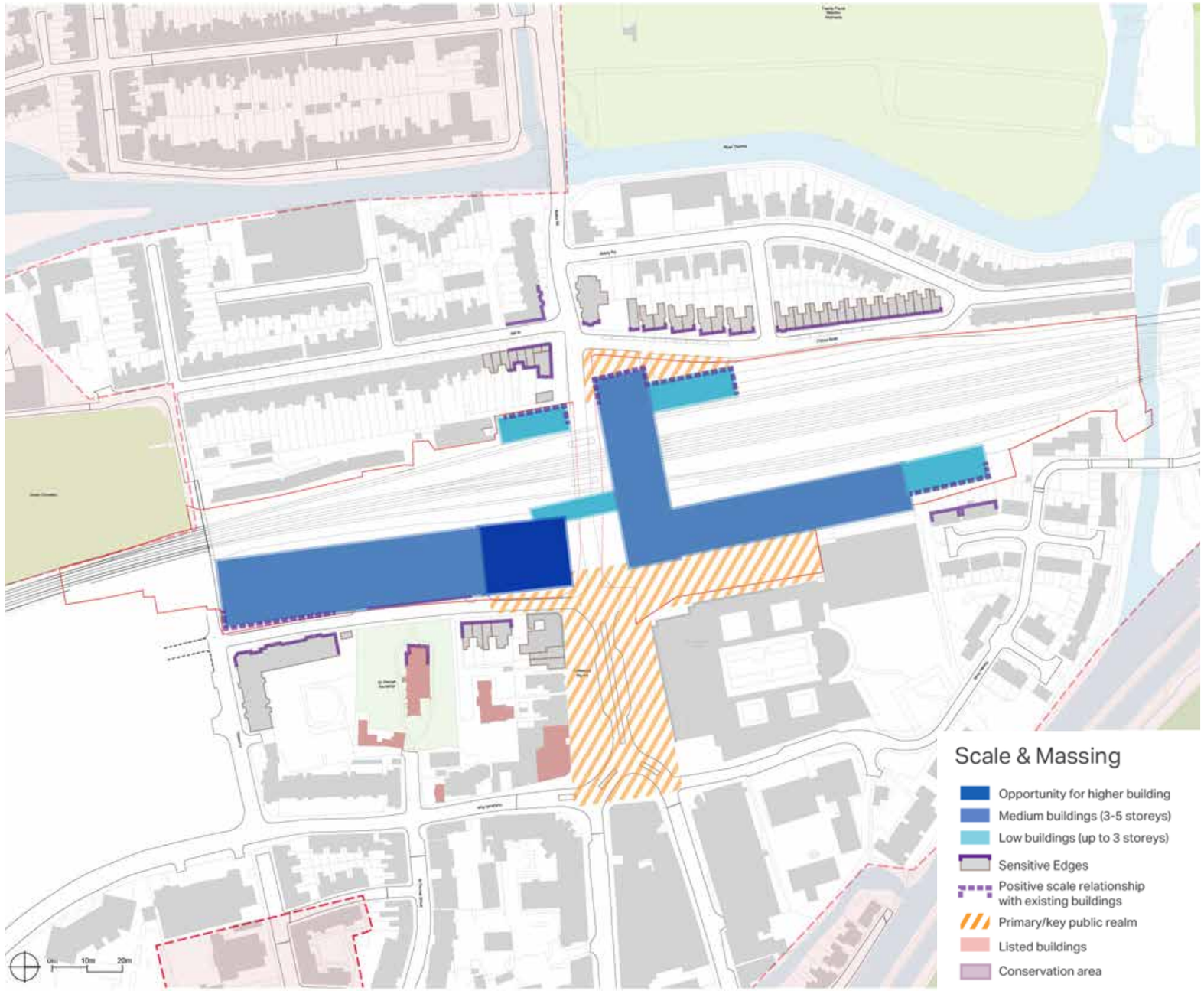


Figure DP2: Scale and Massing design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Land use mix

The SPD envisages a comprehensive and mixed use development of the station area, contributing to the creation of an exemplary gateway for Oxford, positively impacting on land values and assisting with wider regeneration in the west of the City.

Design Principles

Potential land uses include business, hotel and residential uses alongside the station concourse with ancillary retail, operational uses and areas for cycle and vehicle parking. The operational requirements of the station redevelopment as well as the proximity to existing land uses as identified in Chapter 2 place certain constraints on the location of particular land uses. Figure DP3 identifies the parts of the site in which the different land uses are considered appropriate.

1. Development should include a mix of land uses alongside the station concourse, operational uses, cycle and car parking, including potentially, business, hotel, residential uses and ancillary retail. Future provision for the YHA should be actively explored by the landowner and developer.

2. The indicative location of the anticipated uses are shown on the flexible land use plan (Figure DP3). Commercial elements are necessary to ensure a viable scheme can be delivered and adequately funded. The scale and nature of the retail offer should cater for the station's needs, visitors and commuters.

3. The amount of development is anticipated to fall within the ranges of 6,500 sq m for the station and facilities, and 13,000-16,000 sq m for the commercial/residential elements. Additional development beyond the ranges identified will be acceptable where it can be demonstrated development objectives and other design principles can still be met by the development.

4. Any residential development should provide good standards of amenity for residents to have good access to daylight and sunlight, amenity space and acceptable noise levels. Residential development should adhere to policy requirements set out in the Council's other planning policy documents.

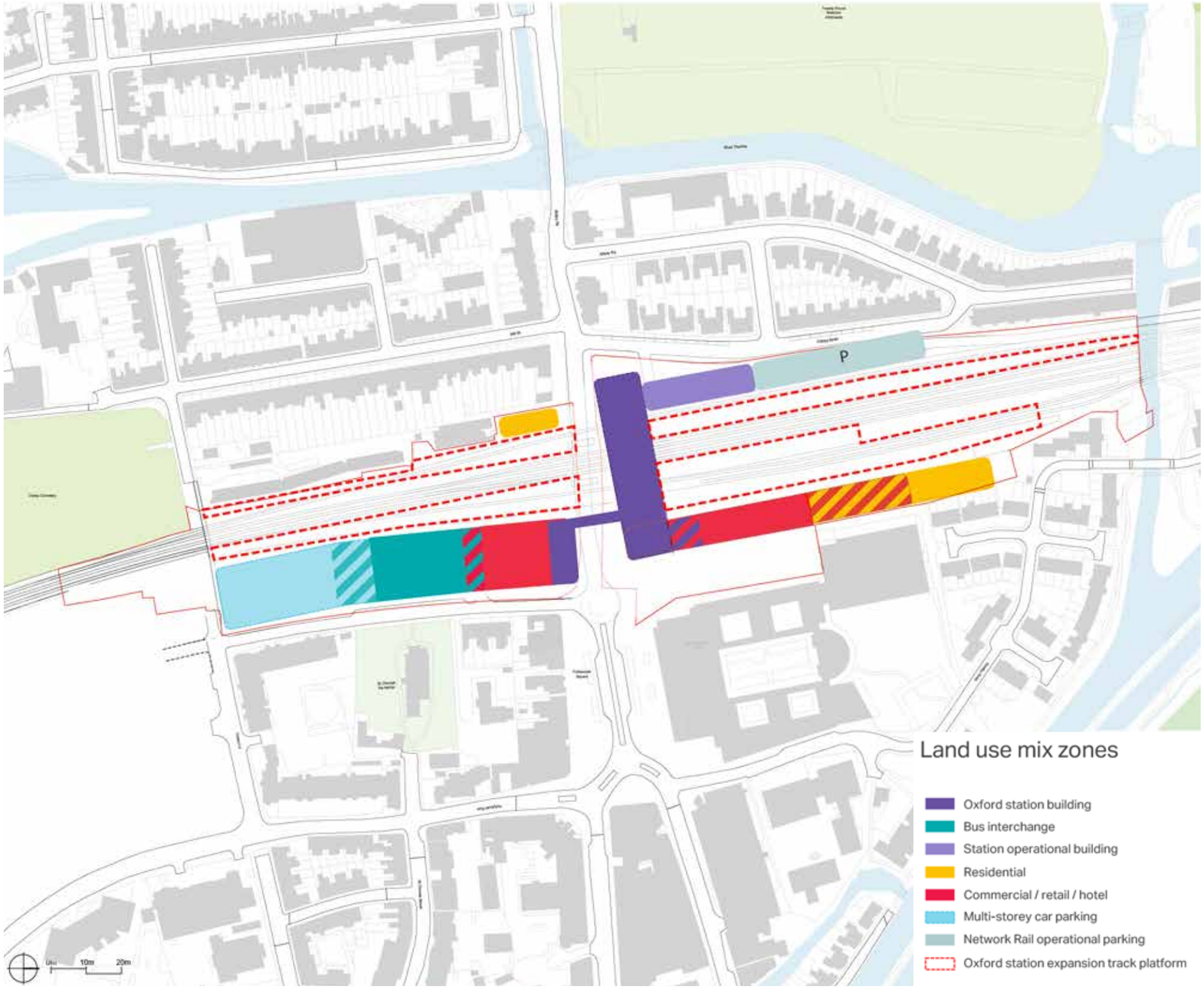


Figure DP3: Land use mix design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Public realm and amenity space

Comprehensive redevelopment of the station area provides an opportunity to significantly improve the site in urban design terms and contribute to the function and character of Oxford.

Design Principles

Recently completed public realm improvements at Frideswide Square near to the station provide greatly improved public space, as well as allowing for efficient vehicle movement and bus stops. New public spaces forming part of the redevelopment of the station area can complement Frideswide Square, create high quality arrival spaces and improve connections with the surroundings, the detailed design of which will be set out in a comprehensive Design and Access Statement at the application stage. It is important the potential of the development to provide high quality public and amenity space is not compromised by operational and servicing requirements. Development proposals for the station area development should therefore include a comprehensive landscape and public realm strategy.

1. Development should include high quality public spaces adjacent to the station building entrances to contribute to an improved sense of arrival to the City.
2. Public space should include high quality seating areas, street lighting and signs whilst avoiding unnecessary clutter.
3. Materials used in the hard landscape should be complementary to the new buildings and recently completed Frideswide Square public realm improvement works.
4. Areas for vehicular and taxis drop off and pick up should be successfully and safely designed so as not to detract from the quality of public amenity and open arrival space, particularly in relation to the new station square.
5. Consideration should be given to the potential for public art to be included within the development.
6. Consideration should be given to opportunities for inclusion of soft landscaping where appropriate, including replacement and additional tree planting.
7. Potential to explore alternative land uses fronting the Secondary station square.

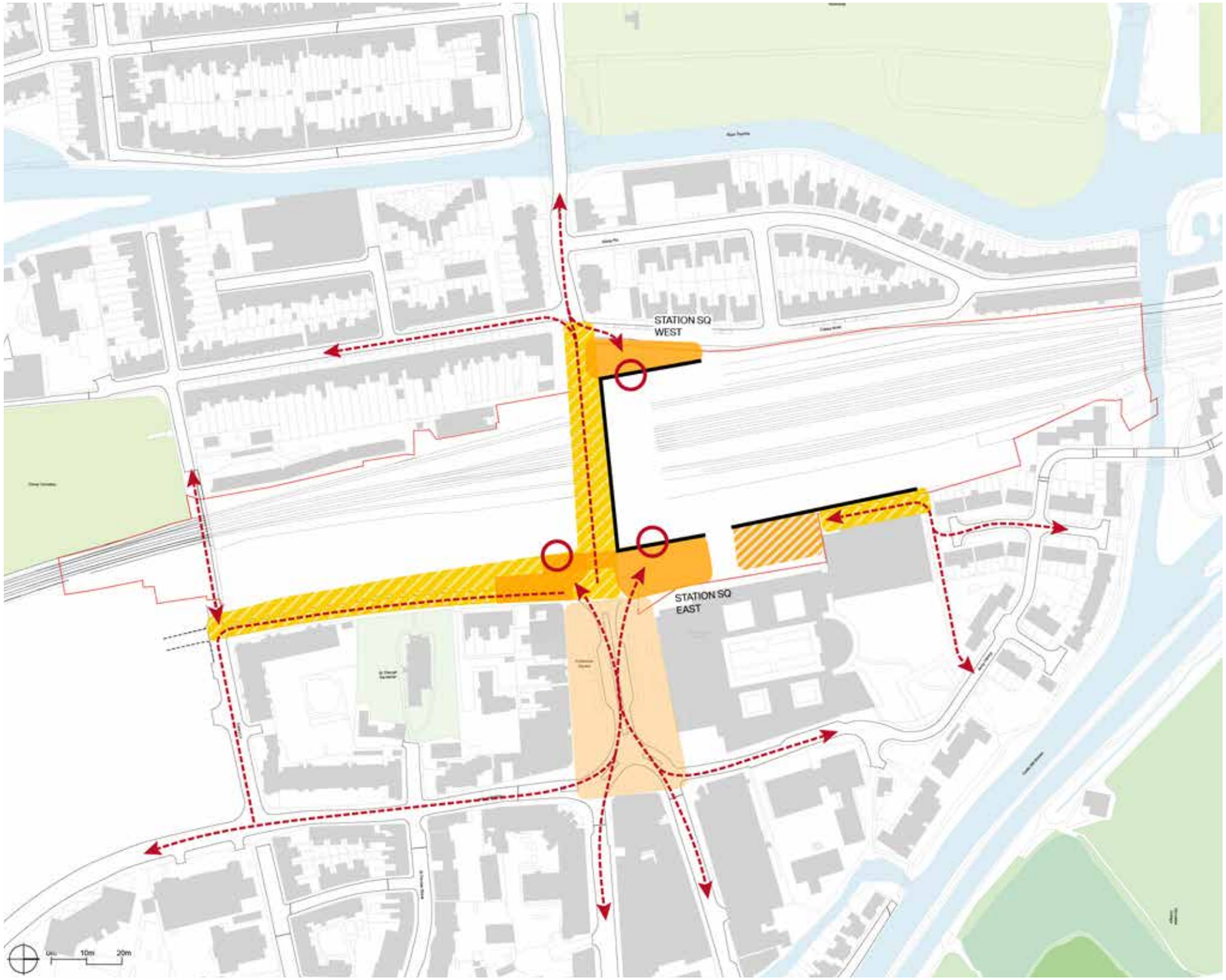


Figure DP4: Public realm and amenity space design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Local context and character

Design Principles

Oxford station is close to existing residential areas forming sensitive edges for any future development. These adjacent areas should be considered as part of detailed design and construction proposals. In addition the setting of nearby designated heritage assets should be respected.

The adjacent plans and section diagrams highlight the importance of the sensitive development edges.

1. The redevelopment of the station area should minimise its impact on the existing residential areas immediately to the west and east of the station, considering issues of the proposed development including scale, design, access and boundary treatment.
2. The trees along Cripley Road contribute to the quiet character and amenity of the streetscene. A Tree Preservation Order has been made and is awaiting confirmation. The development proposals should, where possible, seek to retain or replace existing landscaping, recognising that the boundary conditions will inevitably need to be altered through the development.
3. Development on Becket Street, including the proposed multi-storey car park, should respect the setting of St Thomas the Martyr's Church as identified in Figure DP3, whilst providing a high quality street frontage.
4. Local residents should be consulted by the developer on the impact of development both during and after construction and the need for any required mitigation measures in relation to noise, vibration, light and dust.
5. Access to existing homes and businesses in the local area should be maintained during and after the development.
6. The developer should, through discussions with the Local Highway Authority, seek to minimise the number of access points between Cripley Road and Roger Dudman Way and explore appropriate traffic management measures to minimise the impact of traffic movements on the surrounding residential area.

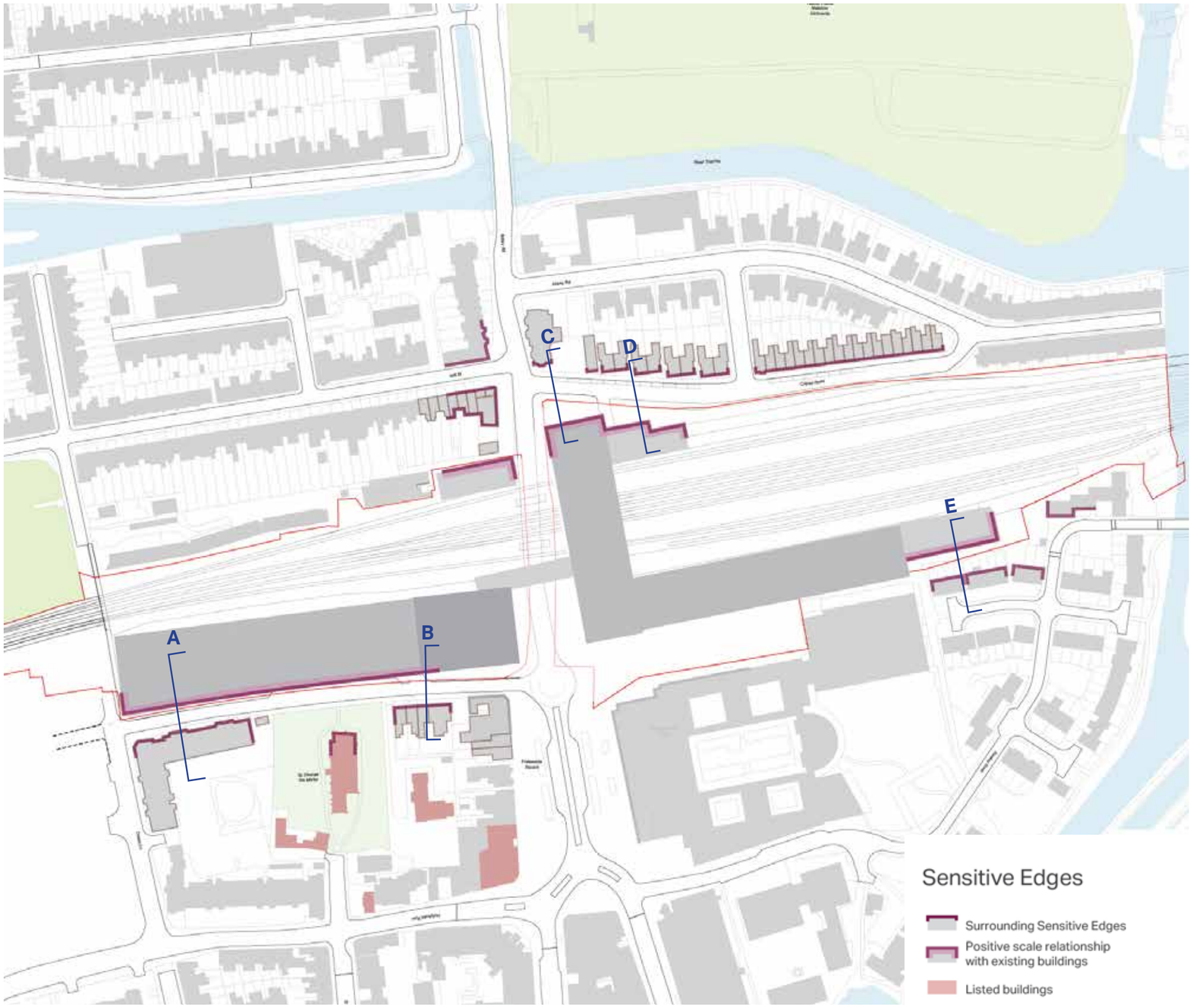
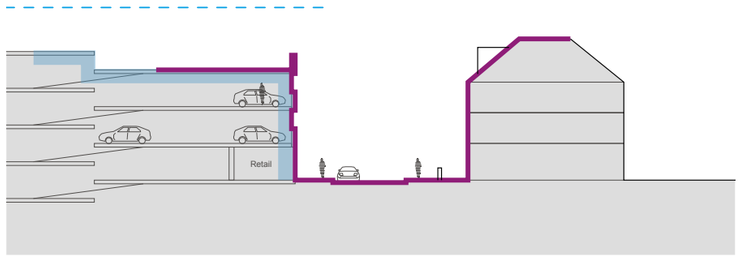


Figure DP5: Sensitive edges

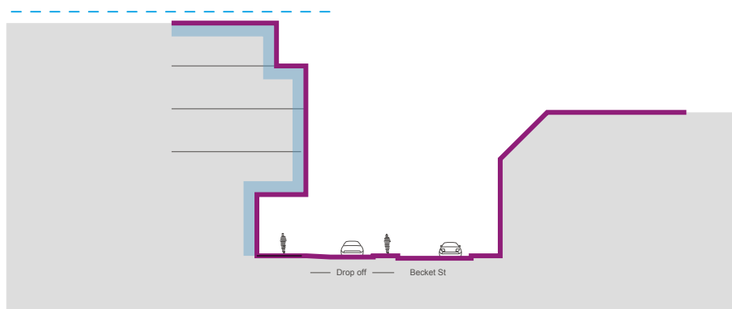
(Note: SPD design principles are shown in the context of the illustrative masterplan)

Illustrative section diagrams for adjacent streets

East side - Becket St

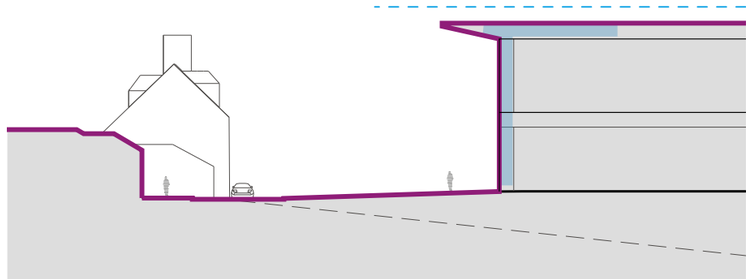


A. Multi storey car park

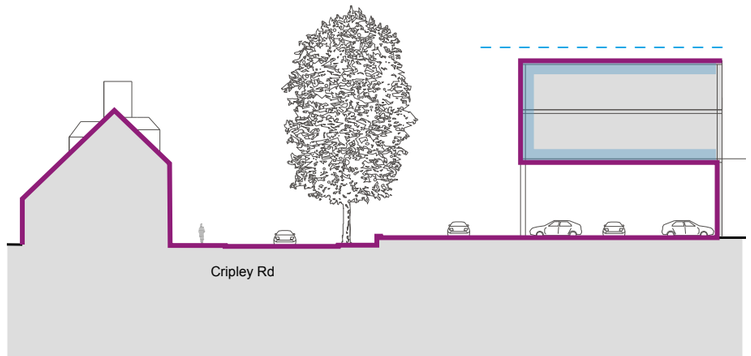


B. Office development edge

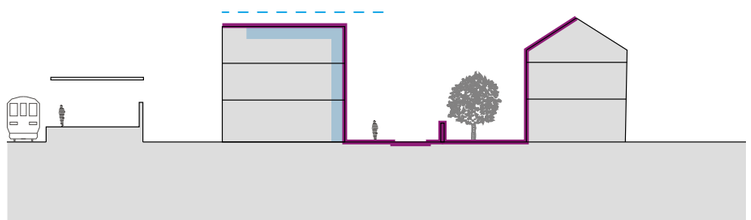
West side - Cripley Road



C. Western station entrance



D. Operation building



E. North-east residential edge

Access and Movement

The redevelopment of the station area aims to provide a multi-modal transport interchange within Oxford city centre that supports a choice of accessible and sustainable transport modes including rail, bus, cycling and walking.

Design Principles

1. Transport Orientated Development (TOD) locates development in close proximity to 'transport hubs' / transport corridors and within walking distance of amenities, services and employment which can in turn successfully justify the use of sustainable transport modes and therefore reducing car parking provision at both origins and destinations.
2. To ensure TOD prevails within the masterplan given the complementary land uses are situated within the boundary of the station, the level of car parking for residential and employment uses is a major factor to ensure the ability to influence the use of modes of transport other than the private car is inherent in the design of the development.
3. Reducing local car dependency, in favour of sustainable transport modes, is of paramount importance.
4. The office, hotel and residential uses should therefore be car-free development with blue badge spaces where deemed necessary, to comply with the parking standards in the West End AAP. Due consideration should be given to operational and servicing access requirements of development for both the operational railway and commercial uses.
5. The access arrangements between Roger Dudman Way, the car park and Cripley Road will be subject to a transport assessment at the detailed design stage including consideration of the minimum number of accesses required to provide for station drop-off, servicing, car parking and access to Roger Dudman Way.

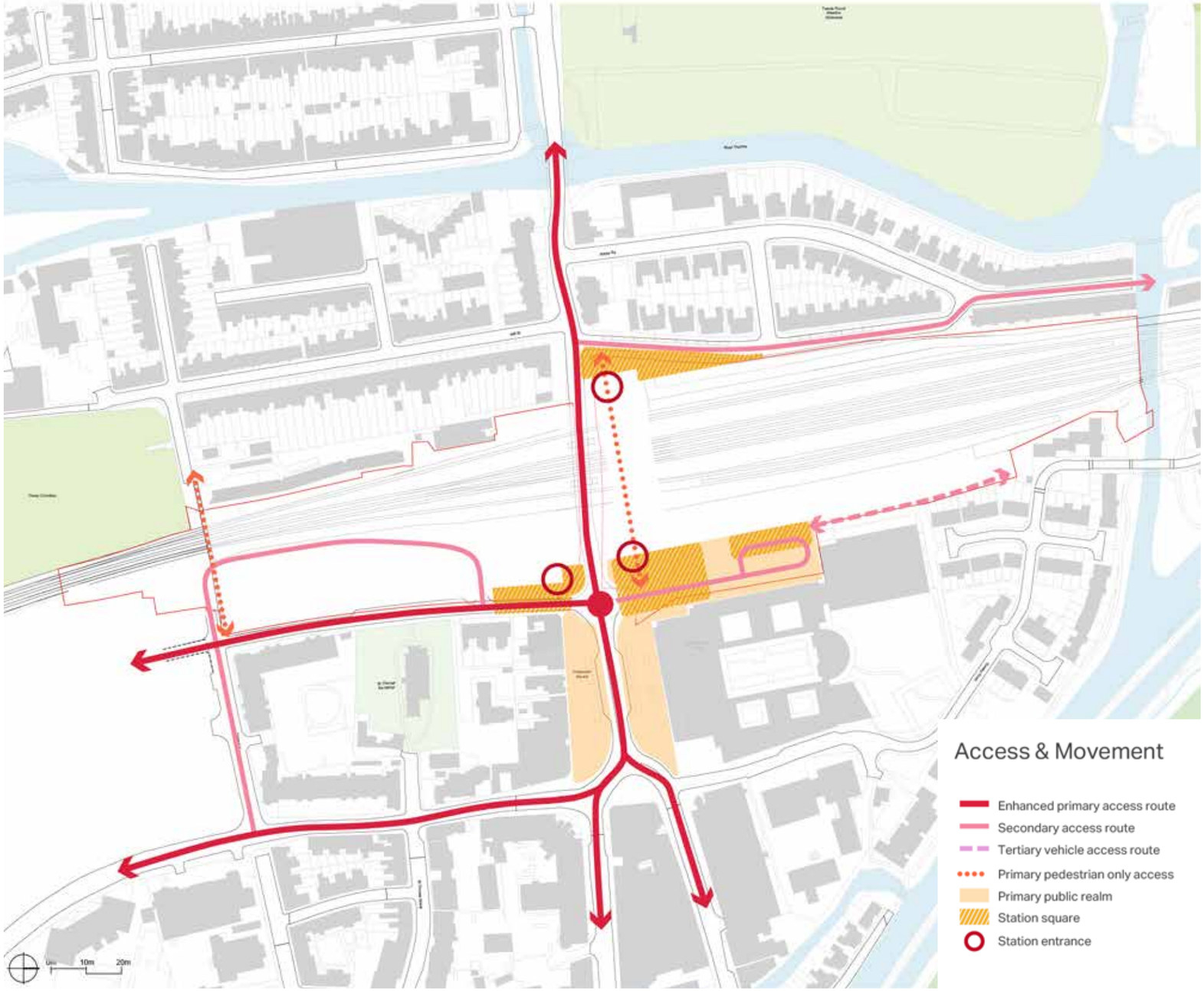


Figure DP6: Access and movement design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Pedestrian and cycling movement

Design Principles

The following principles are based on pedestrian mapping from the earlier masterplanning work. However, further detailed analysis will need to be carried out as part of any detailed development proposals. The City and County Councils will continue to work in partnership with Network Rail and train operating companies to further develop the evidence base and support this work.

1. Development should provide convenient pedestrian access to the station north and south of Botley Road to the east of the railway and on the north side of Botley Road to the west of the railway. The design will seek to enhance pedestrian and cycle provision, contributing towards the well-being of those using the station. The widening of footways under Botley Bridge and along Becket Street as well as the use of shared surface treatments in around the station will support and enhance pedestrian permeability and the integration of current and future routes such as the Cycle Super Route under Botley Bridge and beyond. This proposal will meet the standards identified by the Highways Authority and aim to create a safe non-conflicting environment for pedestrians and cyclists.

2. Development proposals should enhance pedestrian and cycle connectivity providing links to the surrounding context and integrating with the existing transport network. The use of new and improved signs and wayfinding will be a key consideration for the masterplan.

3. Development proposals should provide secure and high quality cycle parking: approximately 2,500 covered cycle stands in the form of Josta (or similar)style double stacking stands are allowed for in the illustrative masterplan. Underground cycle parking should feel safe with connection to the station concourse clearly marked. Provision for cycle hire provision designated can be provided within the public realm. Provision of a high quantum of cycle parking, together with the option for further cycle parking to the west of the station building, will ensure future proofing of the scheme to meet future demand. The development of the station will be phased and therefore cycle parking provision should also be phased.

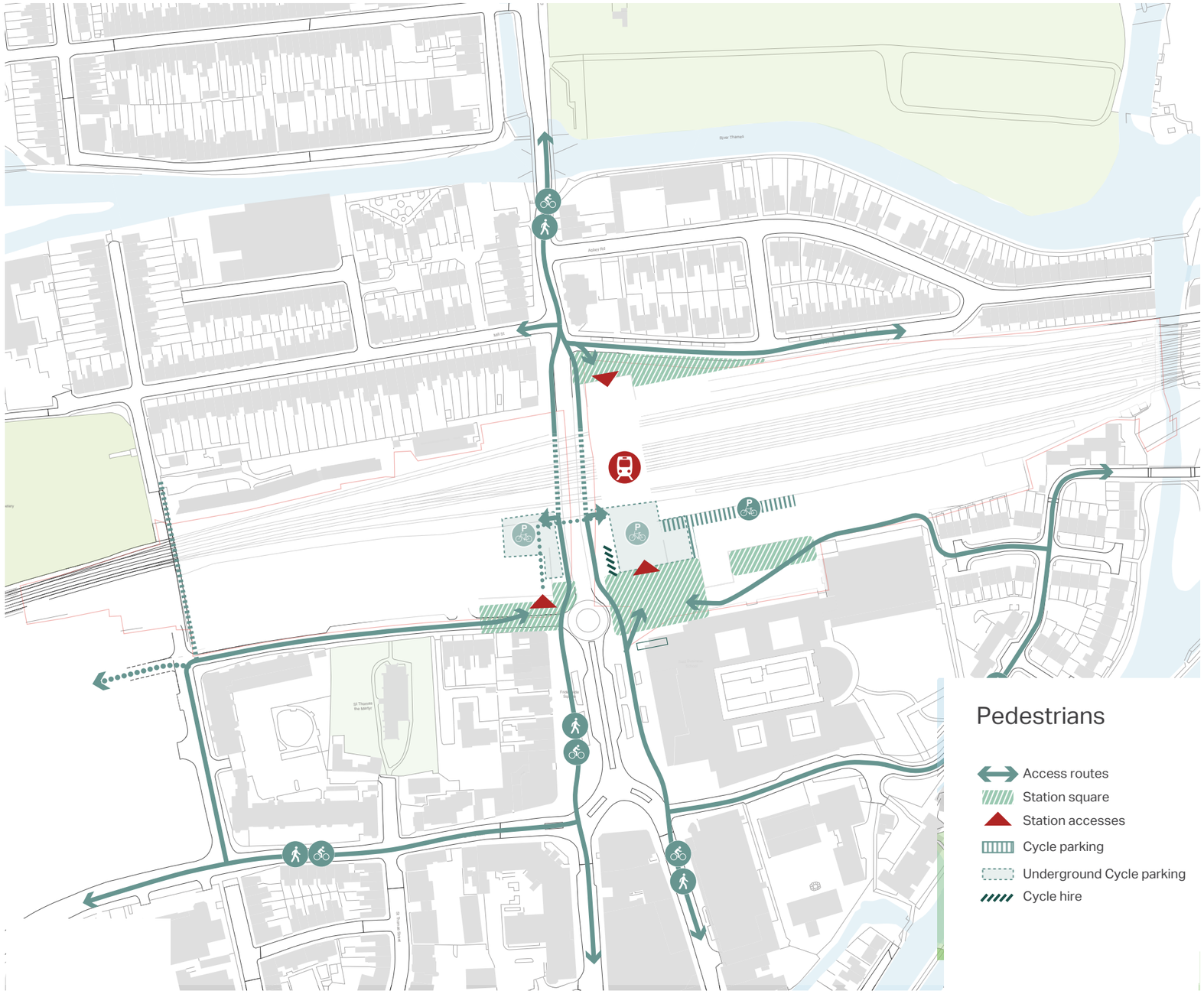


Figure DP7: Pedestrian and cycling design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)

Bus movement and interchange

Design Principles

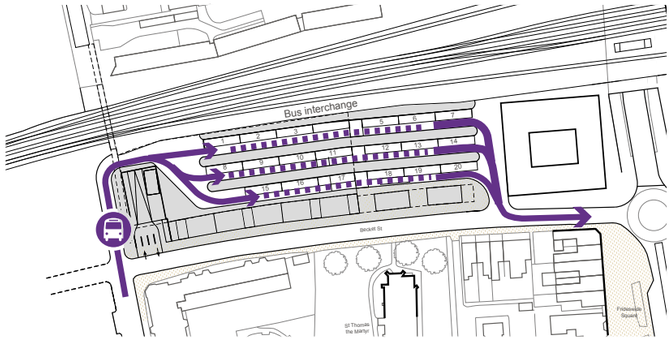
1. Development proposals should provide a bus interchange to be located on Becket Street with minimum 15 to maximum 24 stands (3 x 15m) including space for non-designated bus replacement stands. Further discussions will take place with bus and coach operators, Network Rail and County Council to ensure an appropriate design for the bus interchange is achieved and the development potential of the existing Becket Street car park is optimised.

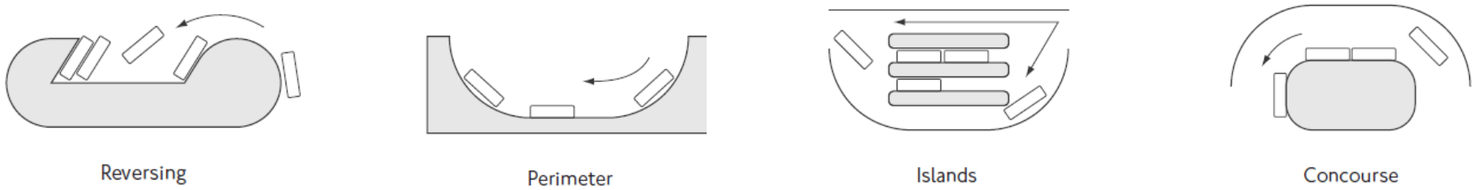
2. A bus interchange could be provided in any preferred configuration option, considering the following key points:

   - Generally, reversing layouts are ill-suited to high frequency services which sometimes experience 'bunching together' of buses on the same route.
   - In a bus station with 'forwards-in/reverse out' bays, bunching could result in buses queuing for a particular bay, creating hazardous tail-backs onto the highway or across the area required for the arrival and manoeuvring of other services.
   - Issues with alighting points on two door vehicles and 'low floor' bus specification where access for wheelchair users is through the centre doors.
   - The orientation of bus bays within the interchange are considered on the basis of left hand drive vehicles. However, right hand drive vehicles can be accommodated. The exact layout of the bus interchange will be subject to further detailed design.

3. It is anticipated that buses could use the Becket Street extension in future as well as or as an alternative to the routing of buses via Osney Lane. Buses routed to the interchange can use Becket Street from Frideswide Square as well as the route from Osney Lane and Becket Street extension.

Bus interchange alternative layout with Islands:





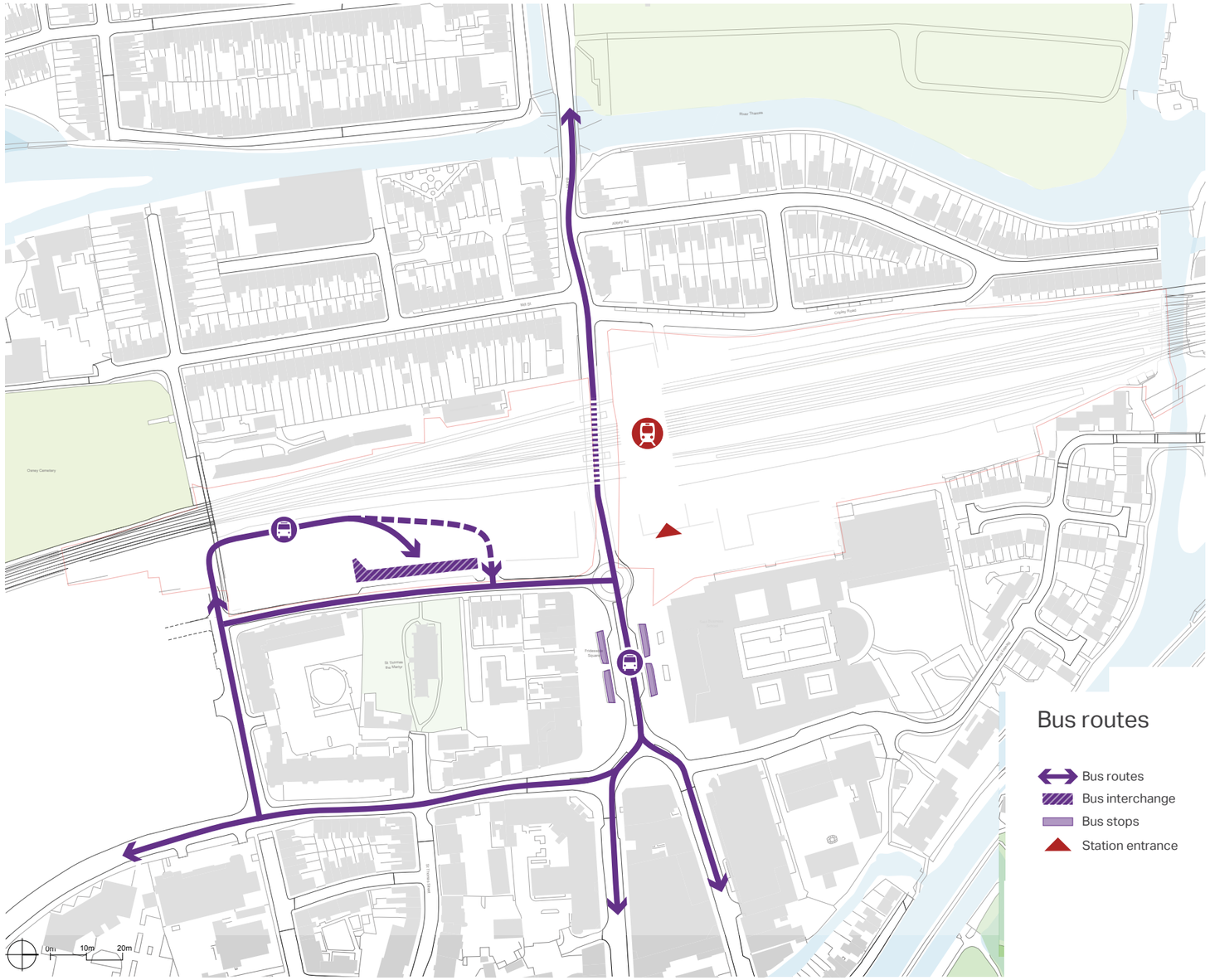


Figure DP8: Bus interchange design principles

(Note: SPD design principles are shown in the context of the illustrative masterplan)