Diversity Impact Assessment (DIA)

Project: Oxford Station Phase 2 Improvements

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Document History

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A03	03/11/2021	Update of DIA	

Document Approval and Sign-off

	Name and position	Signed	Date
Prepared by	Chris Nash, Sponsor	1. Milling	03/11/2021

DIA Accountable Owner

Superuser
[Quality assurance check.
You will find at list of
superusers on
MyConnect. If you don't
have a local superuser
please send your DIA for
quality assurance to
<u>DiversityImpactAssessme</u>
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Rory Mckeever, Consent Manager

Rory Mckeever

03/11/2021

Senior Manager

[Sign-off should be by someone who can approve policy, programme or budget changes.]







Project-related Documents

Document No.	Document Title	Relevant Section(s)







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Diversity Impact Assessment (DIA) Types

Select the type of DIA from the following list

⊠ 1	The Built Environment , or the procurement of works e.g. crossings & bridges, including maintenance, stations, offices/depots and other workplaces or buildings
	It is a requirement that Diversity Impact Assessments are completed for temporary works , temporary conditions and permanent works . This includes any work carried out by Network Rail, including managed stations or at franchised stations (e.g. lift replacements).
□ 2	Events & communications , including conferences, virtual conferences, training courses and public consultations
3	Policies & Standards , development, revision and withdrawal of standards, policies and associated guidance including for design.
4	Information Technology (IT), IT design, development and enhancement projects
<u></u>	Change Programmes – Programmes such as Putting Passengers First, reorganisations and transformation programmes
□ 6	Procurement of goods and/or services







Step 1: Clarifying Aims







Q1. What are the aims of this project/piece of work?

Please read the Q1 guidance in 'Guidance: how to complete the Network Rail DIA form'

The aim of the overall Oxford programme of works is to improve capacity and journey times along the "Oxford Corridor" to meet the Strategic Business Plan objectives.

The 2015 Western Route Study identified demand on main line services to London Paddington from Oxford as forecast to grow by 29% by 2023 and 99% by 2043. Oxford Station itself experienced growth in usage to 6.6m passengers per year in 2014-15 (ORR) which represents a 115% increase on 1998. Usage had risen to over 7.9m by 2018, an increase of 20.4% on the previous year.

The Western Route Study concluded that capacity improvements would be required at Oxford Station during CP6 to meet the forecast passenger demand increase.

Initial infrastructure improvements have already been made as part of Oxford Corridor Phase 0 (commissioned in December 2016) and Phase 1 (commissioned in July 2018); these works are subject to a previously approved DIA.

The remaining works, covered by this DIA, are planned to be carried out in CP6 under the Oxford Corridor Phase 2 project.

The Phase 2 enhancements include:

- New western entrance to the station with new gate line, ticket machines, retail units, station staff facilities and new lifts to the platforms.
- New through Platform 5
- New passenger facilities on Platform 4/5 including waiting room, toilets, retail
 and an extended canopy along the majority of the platform
- Removal of Botley Road bridge which incorporates a wider carriageway and improved pedestrian and cycle routes
- Realignment of Roger Dudman Way and Cripley Road

The timeline for these works is:

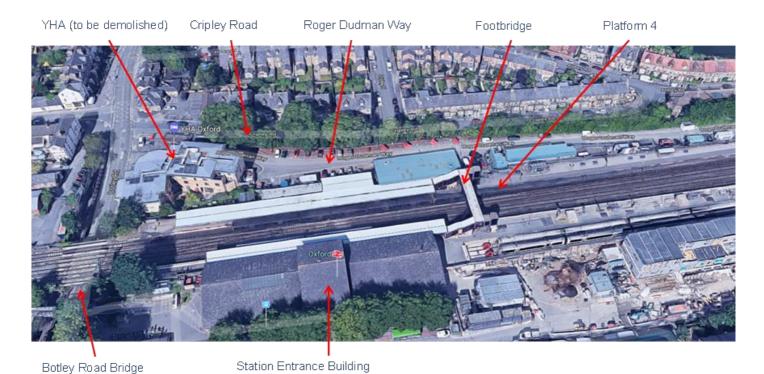
- GRIP 5 October 2021 to November 2022
- GRIP 6 November 2022 to December 2024





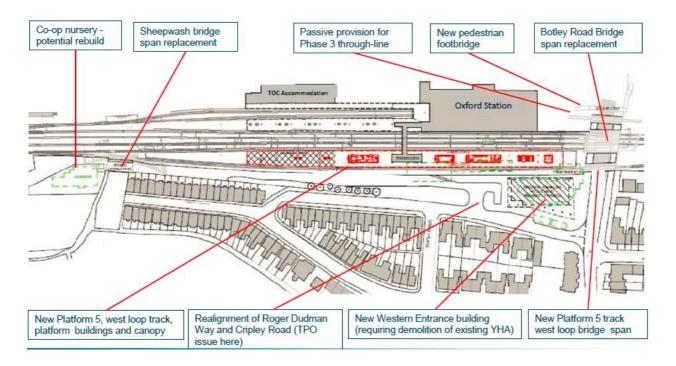


Existing Oxford Station Aerial View



Oxford Phase 2 scope

*New Pedestrian Footbridge – this will be now via the new Platform 1 Rail Span.









Architect's impression of new western entrance (design being reviewed to include potential commercial opportunities above the station entrance)



3D model view of new concourse









3D model view of western entrance, new through Platform 5









Q2. Could this work impact on people?

- Does the final aim or outcome of the work have potential impacts on people?
- Will staging or temporary works during delivery have potential impacts on people?

No (Please go to Q3)
⊠ Yes
If yes, briefly explain how this work could affect people (considering our duty to promote equality, tackle discrimination and foster good relations between groups)

Yes, the works taking place could impact on people during the construction phase but will benefit all passengers when the scheme is complete.

The Platform 5 works could impact passengers due to hoardings/barriers, used to protect the public from the construction works, being installed on the platform temporarily which may reduce platform widths and change the layout of the platform but additional signage and way finding information will be in place to assist passengers. Some platform facilities may also be temporarily removed but these will be replicated elsewhere where possible.

The Botley Road Bridge works will impact people during construction as the road will be reduced in width with 6 months of single line traffic management and closed for short periods of time, but alternative routes will be in place with adequate signage and the required statutory notice periods provided. One foot/cycleway minimum will be available for all periods except for a 4-day (100 hour) road closure for bridge span replacement (when the stepped access via Osney Lane will remain available).

Similarly, the Western Entrance building construction and realignment of Roger Dudman Way and Cripley Road will temporarily impact the local residents in the area while the works are carried out.

However, once complete, the scheme will provide a more accessible station with step-free access from the new Western entrance to Platform 4/5 and beyond, to all other platforms and intermodal connections. Passenger facilities will also be improved with new waiting areas, café, extended canopies on Platform 4/5, tactile paving and integrated way finding. The completed works will allow further rail passenger growth and therefore modal shift from private car use, which will benefit all.

Summarising the above, the overall Programme is likely to include the following disruptive elements: -

Botley Road single line road, 5 months

Platform 4 north end reduced platform width, 6 months

Platform 4 temporary café, toilets, waiting room, 7 months

Platform 4 south end reduced platform width, 6 months

Platform 5 open but platform 4 closed, 1.5 months







Q3. Decide if a DIA is required

After completing questions Q1 and Q2, decide if you need to complete the rest of this DIA.

If there are no impacts on people (employees, contractors, lineside neighbours or passengers) the remainder of the DIA is not required.

Decision	Author Name, position and signature e.g. James Smithson, project assistant	Superuser Name, position and signature e.g. Sally Richardson, Super user (Projects Sponsor)	Date
No, DIA not required (End here) N.B. Retain in Project file			
Yes, DIA required Proceed to Step 2: The Evidence Base	Chris Nash, Project Sponsor	Rory Mckeever, Consent Manager & SuperUser	03/11/2021







Step 2: The Evidence Base

Q4. Record the data you have gathered about the diversity of the people potentially impacted by this work

e.g. from the national census, Office for National Statistics or from HR Shared Services.

You should also include any research on the issues affecting inclusion in relation to your work.

Consider the following protected characteristics:

- Age
- Disability (people with physical, mental and non-visible impairments, include carers who provide unpaid care for a friend or family member who is disabled)
- Gender reassignment
- Marriage/Civil Partnership
- Pregnancy/maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

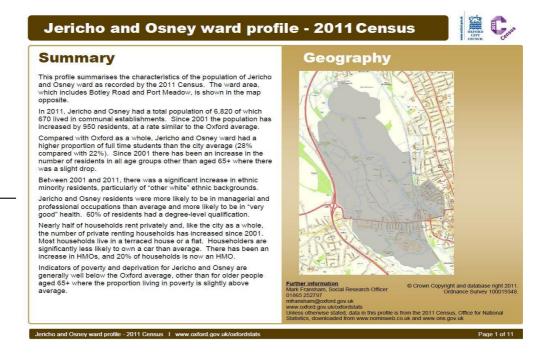






Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'

The 2011 Census has provided the following information relating to the population of Jericho and Osney Ward in Oxford (with the location of the station marked with a red star). The information is extracted from Oxford City Council report 'Ward Profile Jericho and Osney' https://www.oxford.gov.uk/downloads/file/1133/ward profile-jericho and osney



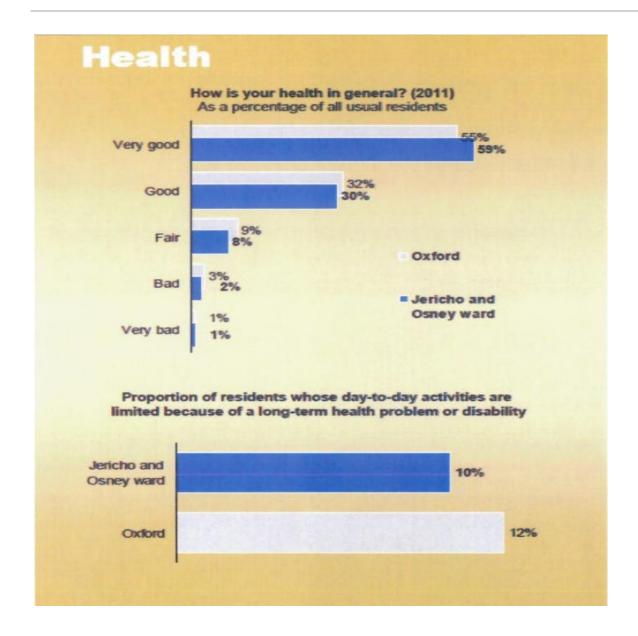
With regards to long term health issues, there is no significant difference between those reported on an Oxford City wide basis compared to those reported within Jericho and Osney ward, with less people who consider their daily activities to be limited because of a long term health problem or disability (10% for Jericho and Osney ward in comparison to 12% Oxford overall).







Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'



In terms of ethnicity, there is no significant difference in ethnicity in Jericho and Osney ward when compared to Oxford City, which in itself is more diverse than the Oxfordshire County Council area (with 78% White compared to 91% White).

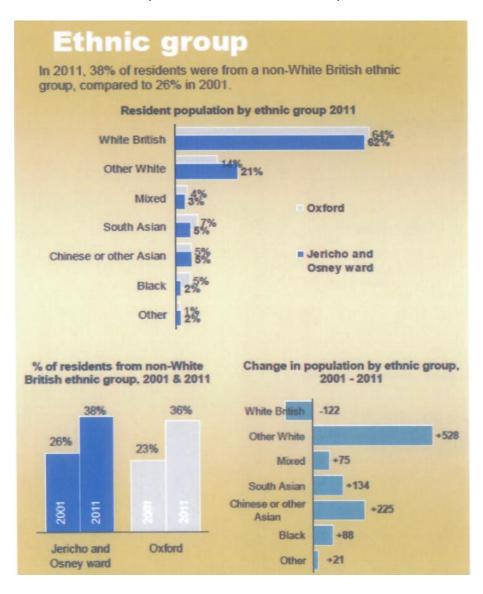






Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'

The religious make up of Oxford City is shown in the table and chart below, and when compared to the Oxfordshire County Council, there is more diversity in the urban area.

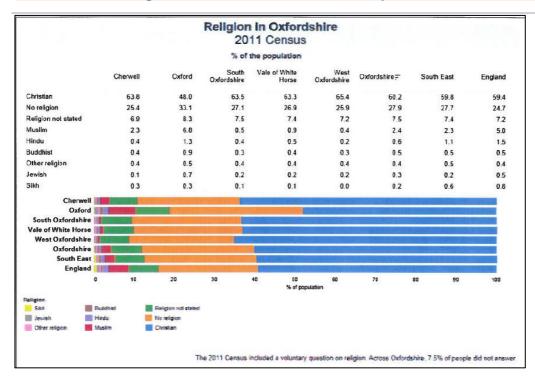








Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'



Extracted from:

 $\underline{\text{http://public.tableau.com/views/ReligioninOxfordshire/ReligioninOxfordshire?:showVizHom}} e=no$

None of the works proposed will affect people's ability to access places of worship in the vicinity of the station, nor to the services offered.

An overview summary of commuting patterns (by all modes of transport) to and from Oxford from the 2011 census is set out below and demonstrated that 2.7% of journeys to work made from Oxford are by rail, with the top two destinations being:

London (734 out of 1549 – 48%) Reading (142 out of 1549 – 9%)

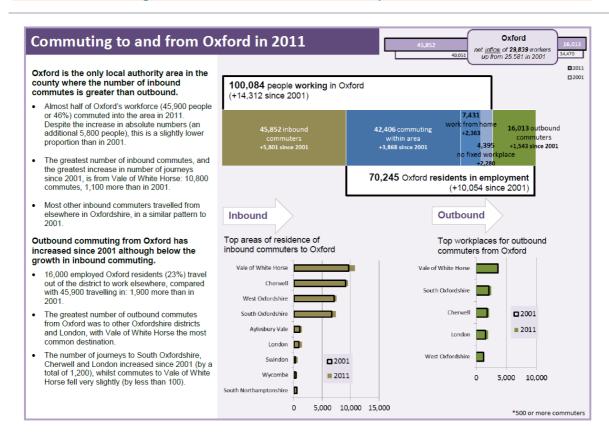
Additional information below shows around 3x people commuting 'to' Oxford.







Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'



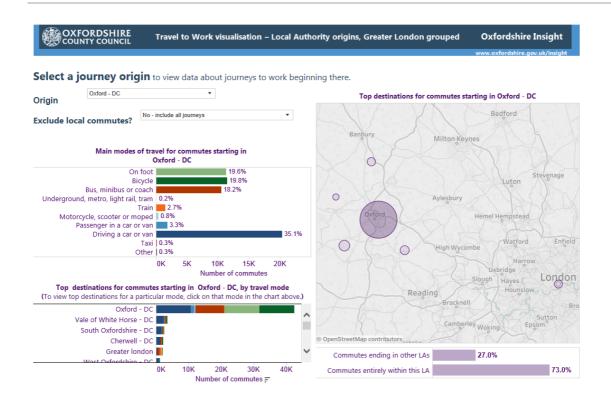
http://insight.oxfordshire.gov.uk/cms/system/files/documents/TTW%20briefing_110914_FINAL.pdf







Please read the Q4 guidance in 'Guidance: how to complete the Network Rail DIA form'



https://public.tableau.com/views/2011CensusTTWOriginDistrict-GL/LAleveljourneyorigins?:embed=y&:display_count=no&:showVizHome=no

Since the 2011 census inward commuting to Oxford by rail will have increased substantially (as page 1). Furthermore since 2017 the opening of the route from London Marylebone via Bicester and Oxford Parkway will have driven a further step change in commuting (inward and outward), evidenced by the 20% growth shown between 2016/2017 and 2017/2018, listed on page 1.

The data from 2021 Census is not yet publicly available, this DIA will be refreshed once the data is available.







Step 3: Impact

Q5. Given the evidence listed at 'Step 2: The Evidence Base', what potentially negative impacts could this work have on people, both on completion of the project and during the works for built environment projects?

Please read the Q5 guidance in 'Guidance: how to complete the Network Rail DIA form'

Q5a. Please select all the protected characteristics your work could

potentially have a negative impact on
Age e.g. the impact of changes to long-service benefits on younger and older staff, or the impact of a long alternative route to close a level crossing on an older person with a long-term condition.
Disability, including carers for disabled people, e.g. the impact of a new online process on neurodiverse colleagues, or the impact of changes to how passengers get to a platform on someone who cannot use stairs for carers, e.g. the impact of a job relocation on an employee who has a disabled dependent, changes to the special leave policy for those with caring responsibilities, or of increased noise levels on someone who is assisting an autistic person at a station
Gender reassignment e.g. the impact of a new website to show employee benefits which requires people to choose either Mrs/Mr as a title
Marriage/civil partnership e.g. the impact of the extension of private health care to spouses
Pregnancy/maternity e.g. the impact of team relocation on someone who is on maternity leave, or the increase in height of a footbridge over the railway
Race e.g. the impact of psychometric testing on the recruitment of people who don't have English as a first language, or the gentrification of an area following station redevelopment that makes retail outlets too expensive for local businesses
Religion or belief e.g. the impact of a new expenses policy on meal times or the closure of a level crossing between a community and its place of worship
Sex e.g. the impact of a local decision to adopt arbitrary 'core hours' on those juggling childcare and work, or the impact of improvements to recruitment processes to encourage an increase in gender diversity in the organisation
Sexual orientation e.g. the impact of a decision to invite partners to an away day or virtual event on a gay employee who hasn't disclosed their sexual orientation





Q5b. Explain the potential negative impact, and record potential mitigating actions Please state the characteristic and give an explanation

	Potential negative impacts	Possible mitigations	Actions/considerations (capture these in section 6)
Age	The change of introducing a new western station entrance and new platform could be confusing to people, and the elderly may need temporary assistance to follow a new route.	Before construction commences drop-in sessions will be held for the local community along with "meet the manager" sessions in the station to keep everyone informed of the works taking place. The team will also work with GWR prior to the works to ensure there is sufficient signage, way finding and enough support for those with protected characteristics who will use the station during the construction period and when the works are complete. A full wayfinding review will be carried out for both the station internal, station external and wider public realm areas and agreed with City/County. A full signage schedule will be developed at GRIP5.	
Disability	The change of introducing a new western station entrance and new platform could be confusing to people, and the those with disabled characteristics may need temporary assistance to follow a new route.	Before construction commences drop-in sessions will be held for the local community along with "meet the manager" sessions in the station to keep everyone informed of the works taking place. The team will also work with GWR prior to the works to ensure there is sufficient signage, way	



		finding and enough support for those with protected characteristics who will use the station during the construction period and when the works are complete. A full wayfinding review will be carried out for both the station internal, station external and wider public realm areas and agreed with City/County. A full signage schedule will be developed at GRIP5.	
Carers	The change of introducing a new western station entrance and new platform could be confusing to people, and Carers may need temporary assistance to follow a new route.	Before construction commences drop-in sessions will be held for the local community along with "meet the manager" sessions in the station to keep everyone informed of the works taking place. The team will also work with GWR prior to the works to ensure there is sufficient signage, way finding and enough support for those with protected characteristics who will use the station during the construction period and when the works are complete. A full wayfinding review will be carried out for both the station internal, station external and wider public realm areas and agreed with City/County. A full signage schedule will be developed at GRIP5.	
Gender reassignment	N/A	N/A	N/A
Marriage/civil partnership	N/A	N/A	N/A





Pregnancy/maternity	The change of introducing a new western station entrance and new platform could be confusing to people, and pregnant women may need temporary assistance to follow a new route.	Before construction commences drop-in sessions will be held for the local community along with "meet the manager" sessions in the station to keep everyone informed of the works taking place. The team will also work with GWR prior to the works to ensure there is sufficient signage, way finding and enough support for those with protected characteristics who will use the station during the construction period and when the works are complete. A full wayfinding review will be carried out for both the station internal, station external and wider public realm areas and agreed with City/County. A full signage schedule will be developed at GRIP5.			
Race	N/A	N/A	N/A		
Religion or belief	N/A	N/A	N/A		
Sex	N/A	N/A	N/A		
Sexual Orientation	N/A	N/A	N/A		





Q6. What could you do to ensure your work has a **positive impact** on diversity and inclusion including supporting delivery of the Diversity and Inclusion strategy?

This is an essential element of demonstrating our duties under <u>Public Sector Equality Duty (PSED).</u>



The Oxford Corridor Phase 2 scheme supports delivery of the Network Rail Everyone Strategy and 10 Diversity and Inclusion Principles by providing increased capacity and improved journey times for passengers. The station enhancements will provide a new entrance on the western side of the railway with step free access to the platforms, extended and new canopies and new passenger facilities on Platform 4/5. All intermodal transfers (bus, taxi, disabled parking, short stay/long stay parking) will remain on the east side, due to planning feedback from Oxford City Council.

Under this scheme, the existing station concourse area and Platforms 1-3 will remain unchanged; however, by providing a new entrance/exit to the station, pressure will be taken off the existing entrance/gateline and will improve passenger flows along Platform 3 as currently everyone has to leave the station via this platform.

An additional drop-off area on the western side will provide greater flexibility and more opportunities to access the station for persons of reduced mobility (PRM). Platform 4/5 will be provided with an extended canopy area (double the existing size), allowing better weather protection for passengers and therefore improved crowd circulation space. Platform 4/5 will also be fitted with tactile pavers, which will complete compliant installation for the whole station, together with compliant gauging/stepping at the platform edges.

Before construction commences drop-in sessions will be held for the local community along with "meet the manager" sessions in the station to keep everyone informed of the works taking place.

The team will also work with GWR prior to the works to ensure there is sufficient signage, way finding and enough support for those with protected characteristics who will use the station during the construction period and when the works are complete.

The improvements will allow additional rail journey opportunities and in particular will act as a precursor to the introduction of East West Rail 2 services. These will allow additional trains to Oxford Parkway/Bicester together with new 'through' travel opportunities to Bletchley, Milton Keynes and Bedford (later to Cambridge also).

Highway improvements will allow pedestrians to have increased footway width and safety (in particular the existing northern footway is not wide enough to pass people without stepping into the road). Going forward the improved northern footway will allow knowledgeable rail passengers (such as regular commuters) to use the western entrance and walk under the bridge to access the city centre. This will relieve congestion in the existing station, particularly the footbridge/platform 3/existing gateline.

Cyclists will also have a significantly better/safer travel experience, allowing segregation from road traffic under the bridge. The foot/cycleway will also have a much shallower gradient under the bridge (compared to the road)







making cycle travel and PRM pedestrian travel less strenuous than it is today. Discussions with Oxfordshire County plus Oxford City Councils will confirm whether the footway and cycleway will be segregated or shared, with the present understanding being a segregated route by painted line/small height difference.

A full wayfinding review will be carried out for both the station internal, station external and wider public realm areas and agreed with City/County. A full signage schedule will be developed at GRIP5.

Before construction the team will hold regular drop-in sessions and formal consultation with Oxfordshire County Council, Oxford City Council, other stakeholders and the local community to keep everyone informed of the works taking place. The team will also work with Oxford City Council/Oxford County Council prior to the works to ensure there is sufficient signage for those with protected characteristics who will use Botley Road during the construction period.







Step 4: Consultation

Q7. How has consultation with those who share a protected characteristic informed your work?

Please read the Q7 guidance in 'Guidance: how to complete the Network Rail DIA form'

(This could include our employee networks, the Built Environment Access Panel, local disabled persons organisations or other groups affected by the changes)

Groups consulted

List the groups you have consulted or reference previous relevant consultation What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

Oxford City Council / Oxford County Council

To date, Oxford City and County Councils have been present at Project Review Group (PRG) meetings and are already "engaged" in the scheme. Regular specific meetings have been held with City and County officers re the highway and planning proposals, together with discussions regarding the planned staging of the works. When authority to proceed with GRIP 5-8 is obtained, further meetings will be sought with the councils to continue these discussions. A Transport and Works Act Order process will be followed for this scheme which will highlight requirements relating to noise, pollution etc.

Commuters and residents of the area around Oxford Station

Meet the manager 'drop in' sessions with the public will be held to update customers on the proposed changes at the station and provide local residents and interested parties with an overview of the scheme proposals.

Specific resident meetings

Residents meetings and drop-in sessions will be arranged to discuss the scheme and get feedback.

Train Operating Companies, Freight Operating Companies, Network Rail Route Asset Mangers

Meetings with these stakeholders have been held since project inception and continue throughout Phase 2.

TOCs and FOCs will be consulted with regard to accessibility for both their customers and staff.

Rail industry stakeholder meetings will continue on a regular basis to ensure diversity and accessibility issues are addressed.







Groups consulted

List the groups you have consulted or reference previous relevant consultation

What issues or impacts were raised in relation to one or many of the protected characteristics (Q5)?

South Central Ambulance Service, British Transport Police, Youth Hostel Association and Co-op nursery.

Other stakeholders including Other stakeholders have some awareness of the scheme proposals already and their initial views have been considered. Engagement with them will continue throughout Phase 2 to further understand their requirements and make appropriate provision for their relocation and new facilities as required.

BEAP

Project Sponsor Chris Nash and Project Engineer Andy Willson presented with BEAP the projects proposals on the 18th February 2021. Please see presentation, Q&A and transcript in Appendix 1.







Q8. Record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours.

This will ensure that our solutions are joined up.

Regular project-level interface meetings are held with key Network Rail stakeholders to ensure interfaces with other projects are taken into account. These key stakeholders include:

- East West Rail (EWR) Phase 2
- Inter-city Express Programme (IEP) (now complete)
- Network Rail Maintenance
- Network Rail Operations

The Sponsors' Integration meetings are ongoing, used as a forum for sharing Oxford Corridor phase 2 information with key stakeholders at a Programme level.







Step 5: Informed Decision-Making

Q9. After completing Steps 1–4, what is your decision?
Please select one of the following (for most DIAs this will be option 1) and provide a rationale.
Please read the Q9 guidance in 'Guidance: how to complete the Network Rail DIA form'
☐ 1 Change the work to mitigate against potential negative impacts found
☐ 2 Continue the work because no potential negative impacts found

provide justification)

4 Stop the work because discrimination is unjustifiable and there are no obvious ways to mitigate

3 Justify and continue the work despite negative impacts (please

Q9b. Rationale for decision

It is not expected that there will be any specific negative impacts on those with protected characteristics due to this scheme. However, the project will continue to engage with station users and local residents and consider any reasonable adjustments that could be made in the area as required.







Step 6: Action Planning

Q10. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at 'Step 3: Impact' or through consultation?

Please read the Q10 guidance in 'Guidance: how to complete the Network Rail DIA form'

Action	By when?	By whom?
Formal internal and external stakeholder meetings to continue with a regular, structured plan for engagement when the authority to proceed demonstrates commitment to deliver this project to an agreed timeline.	Ongoing	Chris Nash and Matthew Thompson
Review this DIA when further updated pedflow issued.	June 2020	Chris Nash / Lynne Halman
Review this DIA following the first tranche of public consultation meetings	Nov 2020	Chris Nash / Lynne Halman
Review this DIA when more information on Masterplan is available	Nov 2020	Chris Nash / Lynne Halman
Review this DIA when construction plan is further developed in GRIP5 & the impact on people is clearer.	April 2021	Chris Nash / Lynne Halman





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Action By when? By whom?

Review this DIA







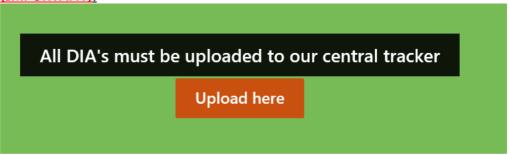
Step 7: Publication (Superuser Upload Instructions)

- 1. For any access or help with uploading, contact Emilia Hardern at Emilia.harden@networkrail.co.uk
- 2. Link to SharePoint site: https://networkrail.sharepoint.com/sites/DiversityAndInclusion/Diversity%20Impact%20Assessments/Forms/AllItems.aspx
- 3. Navigate to the Diversity Impact Assessment Document Library.
- 4. Once on the Access and Inclusion site, scroll down to and then click on the Diversity Impact Assessment Document Library:.

Diversity Impact Assessments



- 5. Once within the folder, navigate through the <u>type</u> of DIA, <u>financial year</u> that the DIA was completed and any regional or confidentiality subfolders (where applicable).
- 6. Once in the correct final folder, upload your document.
- 7. Return to the SharePoint site (link above) and <u>navigate to the Central Tracker</u> (<u>IMPORTANT</u>):



Once in the spreadsheet, complete all columns using the data validation drop-down menus where applicable. <u>IMPORTANT</u> stick to standard nomenclature and conventions where appropriate.







Appendix: continuation sheets

Question number: 7

Additional/continued response

BEAP 18th February 2021 Panel Microsoft Teams

Questions/Comments

Oxford Corridor Phase 2: -

Questions & Comments: -

Iyiola Olafimihan: -

Q: - Is there data on the number of Deaf and disabled people using the station?

The census information used to populate the DIA does not include this granularity. The Oxford university students disability link (below) suggests 0.2% deaf university students and 8.8% overall students declaring some form of disability. GWR have been asked for this information. The scheme has been designed with accessibility in mind.

Ian Streets: -

C: - Why come to us at Grip 5, this is very late? (1 liked)

The project is at GRIP 4 and hasn't started GRIP 5. The western entrance building itself is lagging other elements of the scheme (its GRIP 3) and the design has only just become available. This was an opportunity to include all feedback within the tenders for the next GRIP stages (4 and 5). This is deferred scheme from CP5 and much of the design and initial consultation was completed previously with different project team members.

<u>Iyiola Olafimihan: -</u>

C: - Noticed that too....

Addressed above

Lady-Marie Dawson-Malcolm

Q: - You keep referring to a 'high level' what do you mean?

This is a complex scheme and trying to condense this into a short presentation is challenging. Therefore the information shared was in many areas 'high level'. Apologies if this was not clear.

Barry Ginley: -

Q: - Have you an MRAC Access Consultant?







Question number: 7

Additional/continued response

A specialist access consultant has not been employed to date, though experienced railway Project Engineers have been used.

Iyiola Olafimihan: -

C: - Good health does not sometimes have anything to do with inclusion and access.

Agreed.

Sam Pugh: -

C: - There are a large number of disabled students at Oxford University. (2 liked)

Noted. The Oxford university students disability information suggests 0.2% deaf university students and 8.8% overall students declaring some form of disability. The scheme has been designed with accessibility in mind.

Sue Groves MBE: -

C: - Let's not forget you can be disabled AND in good health? (3 liked)
Noted.

<u>Sam Pugh: -</u>

C: - Over 3000 students have declared a disability, the vast majority of whom will be living near the city centre. This doesn't include students from Oxford Brookes.

Noted.

Lady-Marie Dawson-Malcolm: -

Q: - Are there any figures around how many disabled people use the station who do not live in Oxford?

Not directly. However, NR have conducted pedflow surveys over a 3 day period at the beginning of 2020 showed between 70 and 90 % of gateline users as unencumbered. Removing then passengers with large luggage, bikes or folding bikes the percentage then remaining for other users was between 0 and 2.5 % each hour. These mainly comprised adults with young children/puschairs etc, unaccompanied children, followed by a low percentage of mobility impaired and wheelchair users. There will of course be other people with forms of disability which were not recognised in the pedflow survey. The surveys included two full weekdays and a full Saturday. The origin of each of the users is not known ie whether they were Oxford residents.







Question number: 7

Additional/continued response

Sue Groves MBE: -

C:-https://www.ox.ac.uk/about/facts-and-figures/admissions-statistics/undergraduate-students/current/disability

Thanks

Josh McDonagh: -

Q: - Can you include a changing place as well?

This scheme focuses on the development of the west side of the station which is intended to be used by circa 15-20% of overall station users (it is a secondary entrance). At the moment a changing places toilet is not included as having reviewed within NR and with GWR we do not feel it is the best location long term for this facility and it would be better sited in the main station entrance building. This project is part of a phased approach to the development of Oxford station, and a Changing Places toilet has been put forward as a request for inclusion in the main station entrance building redevelopment where there is potentially more space for this and it would be easier to access for the majority. The next phase of development for the main station building is currently scheduled for 2028 (subject to funding etc). The project team acknowledge the strong feeling around this and how important this is for users.

Templates for station contracts suggest this facility should be provided at category A stations, whereas Oxford is category B. If changing places toilets are to be specified at such stations it is suggested that should be as part of a national strategy rather than discussions at individual project level (unless the station has a particular demographic which makes it unique). The project can only find evidence of one CP toilet nationally at Cat B stations out of circa 60 stations, which suggests provision of at CP facility is a wider issue that needs to be addressed.

Sue Groves MBE: -

Q: - Accessible toilets and baby change - will these be separate facilities, and will the baby change facility be accessible?

On both platform 4+5 (paid area) and the western entrance (un-paid area) the accessible toilet will be unisex and separate from the male/female toilets, similarly the unisex baby change unit will be a separate room again. The project will instruct consultants to look at making the baby facilities can be made accessible within the detailed design phase.







Additional/continued response

Sue Groves MBE: -

C: - I fixed height table in a baby change facility is difficult for parents who are wheelchair users.

Noted, the project can include solutions to this at detailed design stage.

Iyiola Olafimihan: -

Q: - Are the lifts evacuation lifts?

The new lift from platform 4+5 to the western entrance is not currently an evacuation lift. There are two escape routes from platform 4+5, to the western entrance and via the existing footbridge to the main east side station concourse (two exits). In the event of an evacuation either route could be used. In the event of a fire the current lifts would 'park' at ground level so any disabled passengers on the platform who could not use the stairs would need to wait on the platform (clear of wherever the incident was) to await rescue, as today.

<u>Sam Pugh: -</u>

C: - I'd be very keen to see a designated dog spend area added to allow assistance dog owners to toilet their dogs near the station. There aren't any convenient/accessible close spaces near the station at present that would allow people to do so.

A dog spend area will be included in the design for GRIP 5.

Josh McDonagh: -

C: - Everyone should have the right to use a WC no matter of disability.

Noted

Sue Groves MBE: -

Q: - Is there scope in the external area for dog spend and modular changing places facilities outside the station?

Dog spend area to be included within designs. As above a changing places is to be included in the requirements for the future east side station re-development where this will be better sited for the majority of station users.

<u>Ian Streets: -</u>

Q: - Will evacuation meet BS9992?

(1 liked)

The outline design for the scheme was completed prior to the publication of this standard. The project are reviewing the scope against this.







Additional/continued response

Sam Pugh: -

C: - I'm also worried about cyclists sharing space on the pavement - this is already a huge problem in the city centre, and it is really dangerous. If incorporating routes which could be used by cyclists (e.g. ramped area) there should be clear signs encouraging people to disembark and cycling on the pavement should be deterred.

The Botley Road north and south foot/cycleway specification has been mandated by Oxfordshire County Council and we have designed to their requirements. The design pack is with their Officers now for 'highway technical approval' and we will react to their feedback in due course (this will include signage requirements). This would then translate into how we propose management of the new cycle parking areas and the western entrance external forecourt. These shared spaces need to be risk assessed further at detail design and any emerging considerations to reduce risk incorporated. NR have shared your feedback with Oxfordshire County Council.

Susan Fulton: -

Q: - Will there be accessible cycle storage?

This will be determined in the mix of cycle storage which Oxfordshire County and Oxford City reps will specify at a later date (GRIP 5). NR will prompt partners re. the discussion on inclusion of accessible storage.

Sue Groves MBE: -

Q: - Is there a pickup/drop off point?

This was originally proposed adjacent the western station entrance building (to supplement the existing east side facilities) but Oxford City Council planners asked for this provision to be removed due to this being a quiet residential area. Drop-off/pick-up will therefore remain at the existing facility at the station main entrance on the east side, as will disabled parking, bus interchange, taxi interchange and all other parking provision.

Susan Fulton: -

C: - Accessible bikes, trikes and tandems tend to be larger than traditional bikes so they need larger space.

Understood. As above re cycle storage areas/numbers/specification to be discussed and agreed with Oxford City and County.

Tanvi Vyas: -







Additional/continued response

C: - Also signs won't be much use for visually impaired people, not sure if there could be separation?

Oxfordshire County Council have to date specified mixed cycle/pedestrian space in the Botley Road north foot/cycleway (due to consideration of two way cycle flow) but segregated provision in the south foot/cycleway (only west bound cycle flow). At 4m wide there will be plenty of space, but this still risks unsafe behaviour so signage and other measures to try and reduce risk will be necessary.

Tanvi Vyas: -

C: - Pick up drop off - helpful if not crucial for disabled people. (1 liked)

As above, this will remain at the main station entrance on the east side, which has full facilities due to feedback from local authorities and planning risk for the scheme.

Sam Pugh: -

Q: - Are there any new parking/drop off facilities being implemented?

No, as above provision is included at the main eastern station entrance as today.

Andy Shipley: -

C: - The fact that decisions about non-inclusion of changing places toilets demonstrates why coming to BEAP is important. Oxford station is an important rail interchange, as was highlighted at the beginning of the presentation. I would have thought that this would be justification enough for installation of a changing places facility. (2 liked)

As above, the project consider that this facility would not be best sited in a smaller secondary entrance to the station and will be included as a requirement in the development of the main station (subject to funding). Suggest this also needs to be a wider national discussion around standards.

Tanvi Vyas: -

Q: - What's the distance between the two entrance? No drop off could mean that disabled people are at a disadvantage. (1 liked)

All the main station facilities are at the east side of the station (ticket office, main helpdesk/assistance, most shops), with the current drop-off







Additional/continued response

area. This then has level access to platforms 1 to 3 (mostly trains to Oxford Parkway, Bicester, London Marylebone, Didcot Parkway, Reading and London Paddington) and via stairs/lifts to platforms 4+5 (mostly trains to Banbury, Birmingham, Worcester). Customers using platform 4+5 are unlikely to use this for both outward and inward journeys so are likely to use the main station entrance in any event when arriving or departing.

As above Oxford City Council planners have stipulated that pick-up/dropoff should remain at the east side of the station to discourage cars from a quiet residential street via planning pre-application feedback. The distance between the two entrances is circa 210m via the station and circa 280m via the external pavements.

Ian Streets: -

C: - Pick up/drop off; visitors coming to the station by train won't necessarily know that the pick-up is at the other side.

Station signage will direct customers to the main east side entrance/exit for pick-up, short stay parking, parking, bus interchange and taxi interchange. The western entrance will be signed as a secondary exit, for westbound pedestrians.

Ian Streets: -

C: - Agree Andy, should have come earlier and these issues would have been pointed out and rectified.

The majority of items can be addressed at detailed design.

Iviola Olafimihan: -

C: - Looks dark, could be a problem.

Noted and will be fed back to the designers. The western entrance design is only at GRIP 3 and the colours finishes have not been selected or finalised so this will be addressed.

<u>Ian Streets: -</u>

Q: - Are WCs on the paid or unpaid side?

Both. They are on the un-paid side at the new western entrance (and the existing main east side concourse) and paid side on platforms 4+5.

Susan Fulton: -

Q: - Will there be an issue with sunlight for people using the ticket machines?







Additional/continued response

The design will ensure that glare is not a problem for users of the ticket machines at detailed design.

Shaun Morris-Armitage: -

Q: - Rather than two types of gate how many wide gates could be fit in the concourse space?

As standard railway practise the gateline consists of a mixture of standard and wide gates. The standard gates have much greater throughput capacity, need less staff intervention and are less prone to fare evasion. It is likely that if all gates were specified as wide aisle type the capacity would reduce from 7 to 4, which would lead to reduce throughput probably by a factor of 4.

Sam Pugh: -

C: - Shared a Google Map image. This is taken directly from google maps but demonstrates the issue with low pavements around oxford station. Crossing and walking on this pavement can be very dangerous. I would urge the project to ensure this doesn't happen on the West side of the station also. [ID: image of newly constructed roundabout near oxford station. The pavement slopes down and meets the road directly over a wide area, and a lorry mounts the pavement by the roundabout.] (1 liked)

Frideswide Square is an Oxford City Council design adjacent the east side of the station. The design attempts to make pedestrian and cycle provision (including crossing the roads) much easier via the shared space arrangement, long lengths of flush kerbs and slowed traffic. Such schemes should aid many impaired users, though it is realised the loss of clear segregation can concern some pedestrian users. The project are not personally aware of issues with lorries mounting the pavement here but would say that such problems persist in many areas with full pavements too. The western entrance design should be better in this regard, as full pavements are provided except at designed pedestrian and cycle crossing points on Cripley Road. There are full balustrades/retaining walls to Botley Road traffic and also a retaining wall to stop vehicle incursion to the western entrance external area.

Andy Shipley: -

Q: - I was asking about the fire strategy, given that lifts aren't going to be fire rated lifts. Is that information available? (1 liked)

Evacuation is compliant to pedflow standards. The fire strategy is not yet complete due to previous lack of maturity of the western entrance







Additional/continued response

building. The project are reviewing with the NR fire officer so this information is not available yet.

Sue Groves MBE: -

Q: - Will the TVMs be accessible TVMs, currently most are not accessible to wheelchair users.

The project will raise this concern with GWR and see if they can specify units which are suitable for wheelchair users. The customer help point will be immediately adjacent to the ticket machines, but obviously it would be far better to provide fully accessible ticket machines in the first place.

<u>Ian Streets: -</u>

C: - Male WC: no outward opening cubicle door to at least one cubicle.

The project should be able to address this in the next design phase.

Susan Fulton: -

C: - Potential conflict with toilet doors; accessible toilet and people heading to baby change and female toilets

Agreed, but the corridor is wide. The project will try and refine this at detailed design.

Barry Ginley: -

Q: - Accessible facilities for staff?

Following discussions with BTP and GWR we are now proposing to designate the block of toilets north of the public toilets as 'staff' rather than 'BTP'. These include an accessible toilet.

Ian Streets: -

C: - Please accessible WC not PRM WC.

OK, sorry.

Sue Groves MBE: -

C: - If the door opens inwards on the baby change, potential difficulties for wheelchair users in closing the door?

This door can be made to open outwards, towards the barrier.

Sue Groves MBE: -

Q: - Is there a step free evacuation route?







Additional/continued response

Not currently from platform 4+5. As above, there are two routes via stairs/lifts. The project are reviewing with the NR fire officer.

Tanvi Vyas: -

C: - General comment - not a question. This could be a real opportunity so it's unfortunate that the access provisions that would be valuable - like drop offs - are just seen as already in place in existing station. Some access enhancements that should benefit everyone have been overlooked. Changing Places not being provided is a real shame. Signage and alternative info will be crucial, so people aren't walking to wrong exit/entrance to access taxis or pick up.

Understood. The project originally proposed pick-up/drop-off and disabled parking but this was removed at Oxford City Council insistence, as planning pre-application response. This related to concerns for neighbouring homes and also the possibility that limited provision at the west side could get overwhelmed when there are much larger facilities available on the east side (much easier to sign one facility). Agreed signage will need to be considered carefully in detail. As above the project think that a changing places facility is not best sited long term in a smaller secondary station entrance and would be better for majority of users in the main station entrance which will be used by circa 80 % of passengers. This is planned to be redeveloped in a future phase and this project will feed in the requirement for a CP toilet.

Susan Fulton: -

Q: - Has the design team carried out Post Occupancy Evaluation site visits to completed stations to see how the stations are used and identify any features that they wouldn't include within their designs?

Various team members have visited many stations across the country and are aware to a degree of good/bad practise elsewhere, but if there are any particular examples or features which BEAP can share then we will review those examples. The secondary entrance and platform building layout has been through a number of design iterations with GWR and others to refine and only include necessary facilities.

Susan Fulton: -

Q: - That looks a big accessible toilet - is there scope for a CP toilet?

As above, not changing places toilet. This will be best included in a future main station entrance.

Tanvi Vyas: -

Q: - Is it an accessible baby change? What about disabled parents.







Additional/continued response

The project will consider whether the baby changing facility at the western entrance and/or platform 4+5 can be accessible.

Susan Fulton: -

C: - I think the BEAP needs commitment rather than - we will look at.

Many questions require more detailed design assessment. The project appreciates all of the useful feedback and will take these points forwards to address as many points as possible. The project understood BEAP to be an advisory panel.

Sue Groves MBE: -

Q: - Will the cycle lane and pedestrian lane be clearly marked? (1 liked)

As above, the north foot/cycleway is not segregated but the south one is. Signage and marking is key and NR are working closely with Oxfordshire County County on this.

Sam Pugh: -

C: - One concern I had about the new facilities on the platform would be combining the cafe and waiting room. If the cafe is noisy this could pose issues with hearing announcements for trains.

(1 liked)

Understood. The project will discuss with GWR and also consider whether (if merged) the shutter should be say half width, so that there are still walls to partially screen noise from one end of the unit to the other. The public address audibility will be optimised.

Ian Streets: -

Q: - Will a DIA be carried out for the construction phase of the project?

The DIA will cover the construction phase.

Iyiola Olafimihan: -

C: - Hope the cafes will be encouraged to meet their reasonable adjustment duties under the Equality Act.

We will raise this with GWR to support their lease negotiations.

Tanvi Vyas: -

Q: - Any disability groups consulted?







Additional/continued response

Not specifically to date. The project will carry out some further consultation with local groups.

Ian Streets: -

Q: - Did consultation look at options for the design?

Prior to consultation the project has considered many options including footbridge replacement or not, different platform locations, different platform building layouts, different western entrance styles/sizes/locations and subway versus footbridge link to the western entrance. The project has also considered different highway layouts and different interfaces between western entrance and highway. We have tried to accommodate emerging comments from all stakeholders to date, including rail, City/County, neighbours and other interested parties.

Tanvi Vyas: -

C: - Definitely re cafes- And under the ATP now Iyiola :) (1 liked)

Covered above

Sam Pugh: -

C: - It would be great to see lowered desk heights at the help desk. The existing ticket office windows are quite high and not accessible for all passengers.

The helpdesk should have a staggered height desk, to suit all users which can be included in the scope of detailed design.

Josh McDonagh: -

C: - Please come to BEAP earlier in future. (2 liked) Noted

Sue Groves MBE: -

C: - Also on the surfaces and how they are in terms of friction etc

Not sure which specific areas this comment was addressed at. If there are particular surfaces or materials (eg flooring or handrails) where BEAP members have particular advice please advise and we will attempt to incorporate. Surfaces have not yet been selected so it is possible to influence this.

Appendix 2B - Full Transcript of Oxford Corridor Phase 2







Additional/continued response

The following is a full transcript from the above project including questions, answers and comments as were spoken at the meeting.

CHRIS: My name is Chris Nash the project sponsor for the Oxford phase two scheme and I am joined by my colleague Andy Wilson.

ANDY: Afternoon Andy Wilson Network Rail's Engineer for Oxford corridor project.

CHRIS: Thanks for the opportunity for today to allow us to review the scheme with you in terms of what we are looking to get out of this it is to review with you get your input and comments prior to us moving forward with our GRIP 5 design. We are in the process of starting the tender preparations for that so any input or changes needed we can then incorporate into the final designs if necessary. So, I have a presentation which I will try and share on the screen now.

CHRIS: In terms of your the questions you raise if we can cover those off at the end, we are happy to do that from our side.

CHAIR: Thank you.

CHRIS: So, in terms of the slides that I have got for you today just going to run through a bit of background for the project. Some of the local context. The scope of our project at a high level followed by summary of the changes. We will then get into some more of the detail of the design and we will do our best to talk you through the detail of those of the schematics that we show on the scheme. We will then talk through a little bit in terms of our programme, what the timing of the works are and how we are considering mitigations during the works as well and any questions at the end. So, in terms of background so Oxford is the busiest station in Oxfordshire circa over 8 million journeys in 2018/19 and seen a huge increase of passenger foot fall of circa 63%. With the introduction of the major timetable change in December 2019 Oxford station is essentially at full capacity and that is both from a platform perspective and passenger flows as well. Some of you may be aware that we have some new train services to Oxford in the 2020-24 time frame with introduction of East West rail between Oxford and Milton Keynes initially with further plans to extend to Bedford and Cambridge. The timing of those services is 2024 and we need to do enhancements at Oxford station to accommodate those services. So, the purpose of the Oxford phase 2 scheme is to create that additional capacity, so we are creating a new platform on the West side to support the timetable. We currently finished GRIP 4 and we are preparing for GRIP 5 and there is a detailed design phase. We do have a DIA that has been produced and will be signed tomorrow to support the project. There is an image on the right-hand side of the screen that shows Oxford in the context of the wider rail network with Reading to the South and Worcester, Banbury to the North so Oxford is very well connected from a rail perspective.

CHAIR: Does your DIA deal with a number of potential deaf and disabled







Additional/continued response

people using the station?

CHRIS: We have looked at those factors within the DIA, so we have considered the local populations and we have some information on that within the slides in terms of at a high level. So, we have looked at all the census information and probably not a huge amount of detail in the slides we have just tried to show the highlights.

CHAIR: Another question around why coming to the BEAP at GRIP 5 which seems late and a query whether perhaps the project had been to BEAP previously.

CHRIS: We have not been previously. We have completed our outline designs. We are trying to get your input on those outline designs to allow us to incorporate changes at detailed design, so we still have an opportunity there to do that.

CHAIR: Okay. A general comment the BEAP do make the point that actually the earlier any project comes the better because it perhaps saves time and money for the project and embeds better issues around accessibility from the very beginning.

CHRIS: Okay thank you we will note that.

LORNA: The other thing as well Christopher you stated in your last bullet point a DIA has been used to support the project. It is beneficial to make sure the DIA is reviewed and amended at each GRIP stage as well. Even though it has been signed off the feedback or output from the BEAP section you do today might make a bit of difference to the Diversity Impact Assessment. It is advisable that your DIA is reviewed and have further iterations at each GRIP stage.

CHRIS: Yes, so we can certainly go back through and update it as a live document. In terms of local context, we have looked mainly at the West side of the city because the works that we do at the station we are focusing on enhancements to the West side of the station. We have looked at a number of factors that are not all noted here. But the main areas that stick out are the fact that there is a very high proportion of student population which results in a lower than average age of the population and that is probably also reflected in the higher than average good or very good health stats that are shown here 89% so 28% students in terms of residents and generally 89% good or very good health. However, we have considered the fact that Oxford is not just supporting the very local populations it's also an important regional hub and popular with both commuters and tourists as well. So, there is clearly a lot of different needs in terms of the users of the station and we fully acknowledge that as a project. There's been a huge increase in users at the station and commuting in particular. That has increased further since 2017 when the services from Oxford to London Marylebone via Bicester have started and that's evidenced by a further 20% growth in passengers between 2016 and 2018, clearly that growth is likely to continue. So, from the analysis that we have done, the areas that we believe could be most negatively







Additional/continued response

impacted if we don't design the scheme with care are around disability, age, pregnancy and maternity as well.

So, moving forward into more of the details of the scope of the project. So, I mentioned earlier that our works focus on the West side of the station, which is for those of you who know Oxford the main station and the main entrance is on the East side of the station. So, leading to be that main station building are two bay platforms and one free platform adjacent to the main building. There is then a footbridge which connects over four tracks of the railway to the West side and there is currently a single through platform which is platform 4. This doesn't have a dedicated entrance or exit to the platform there is a gate which is occasionally opened at peak times to help the pedestrian flows, but there is not a dedicated entrance. So in terms of the summary of the works that we are doing, we are creating a new line through the West side of the existing platform to create an additional through platform and make the current platform 4 an island platform which combines both platforms 4 and 5 and it's worth noting the existing footbridge does have lifts. We will be creating a dedicated entrance on the West side of the station for station users to relieve some of the pedestrian flow restraints that will be connected the platform by stairs, lift and a subway to that building and will lead out on to Botany Road to the South of the station.

CHAIR: Chris, we have a question from Josh.

JOSH: Hi, did you say that for your data, you are only looking from the West side.

CHRIS: So, we focused on the residential areas on the West side but compared that to the wider Oxford population as well.

JOSH: Okay, what I would say, as I can see on Google Maps this is the main station for Oxford, so I think that you should look at data from the entirety of Oxford. As others have mentioned you have Oxford University with disabled students. You have also got the John Radcliffe Hospital which is a major trauma centre. So, I think that your data needs to focus on the entirety of Oxford, North, East and South and not just West for your data to do with health.

CHAIR: Thank you Josh, I think there are a lot of comments Chris in the chat around the subject of people can be healthy but disabled and that there are 3,000 registered disabled students.

SAM: I'm really familiar with the local station and with Oxford Station. I have a specific question around the sort of crossings and the work outside the station as well, because I know when the new station area was introduced on the other side of the station the crossing situation is not brilliant. If you look on Google Maps you can see there is a lorry almost fully mounting the pavement as it turns around and there is not much demarcation between the roads and the pavement and it's really quite dangerous you also get a lot of cyclists on there. As a deaf person and it's not just for deaf people, but you are at constantly at risk of getting hit by







Additional/continued response

bikes, as well as it being very easy to step into the road. I was just wondering if you can consulted with any local access groups or disability communities to find out their experiences of using the roads, local area, especially on the newer construction project and see whether there is any improvements you can make when you are putting the new sort of road area around Botany Road.

CHRIS: So, I can address that we have been working very closely with Oxfordshire county and Oxford. We have reviewed the designs with them, and they have had some conversations with both the local cyclist groups and other groups to get input on the design. So, I will find out whether they have consulted with any local access groups and I've also asked them to provide some details of that so we can go and talk to them directly.

SAM: Just speaking from my own experience I would recommend getting in touch with the access students' campaign as well. I know that they do a lot of work providing access information in the university and it's something they are already doing. As students they quite frequently use the station and there are issues with different access requirements, I think they'll be able to give you quite a good insight into using that station and I'm sure they will be happy to help.

CHRIS: Okay, if I can just address the previous point that was raised about some of the observations that we have raised, it doesn't mean that we haven't thought about the access or disabled access to the station. It was and wasn't intended to imply that we thought it wasn't important.

SAM: No, absolutely, I completely appreciate that. I think the more information you can get the better, especially if people are using it really frequently.

CHRIS: Yes, thank you.

CHAIR: Sue, you have not put your hand up, but Sue can you speak to the post-you have put in the chat column please -- Sue Groves.

SUSAN: Yeah, which one? The facts and figs?

CHAIR: The last one that you put in.

SUSAN: The last one is a link to Oxford University actual disability statistics. I just thought it might be useful.

CHAIR: Very good, thank you that's helpful.

CHAIR: Okay Chris, do you want to carry on.

CHRIS: Thank you. So, work is focusing on the West side and a new secondary entrance. In terms of the platforms themselves, we will ensure that they have compliant stepping distances, tactiles. The existing platform doesn't have compliant stepping distances and we'll be applying tactiles to both platforms. Clearly enhancing the pedestrian flows through the station. We have done a lot of work to model that and also to improve the compliance to some of the station evacuation criteria as well. We are including accessible toilets and baby changing both platforms 4 and 5 buildings. We are replacing the main facilities on platforms 4 and 5 and replicating those in the Western entrance as well. So, they'll be lifts and







Additional/continued response

stairs installed between the Western entrance and platforms 4 and 5. The existing overbridge which has lifts will remain and all the platforms will have compliant crossfalls. The platform buildings will have level entry and a mix of seating to cater for various users.

CHAIR: So, Chris, there was some comments about the toilet facilities you talked about and questions are will there be a provision of a changing places toilet? Will the accessible toilets and baby change facilities be separate or combined? Bear in mind a fixed height table in a baby change facility is difficult for parents who are wheelchair-users.

CHRIS: For the changing places we did look at that in an earlier phase and we had some conversations with GWR about it, but we haven't included it in our designs. We did look at what the requirements were for the station and Oxford is a category B station at the moment. As I understand it in the standards, it's not a particular requirement obviously we understand it's still of a benefit to a number of people.

CHAIR: And baby change question?

CHRIS: So, we do have some floor plans, so can we hold that one?

CHAIR: Yeah.

CHRIS: We'll get our engineer to talk through that, is that okay?

CHAIR: Yeah, there are other questions you will pick up them on the chat including questions around dog spend facilities, which you might want to look at later, the final questions are the lifts, evaluation lifts, the new ones? CHRIS: Andy can you chip in on that.

ANDY: Andy Wilson here, the lifts are not dedicated evacuation lifts and there are two routes to escape the platform one via the footbridge which also has lifts and the other one at the Western entrance.

CHAIR: Okay, thank you.

CHRIS: Okay the next slide here is a visualisation of the Western entrance buildings and with the platforms behind and in the distance. So just working around this drawing to see we have Botany Road running East to West, which is the structure that we are replacing as part of this scheme. We are making some quite big improvements to the cycling and pedestrian facilities which Andy will talk through a little bit later as an interfacing part to this. So, the Western entrance building is set back from Botany Road to create an area of public realm outside to allow for cycle parking, seating, potentially a café and that is currently demarked in this drawing with planters from the pavement. The pavement and cycle ways are 4m wide, there is planters and then the area of public realm outside the Western station entrance building. The entrance to that building is from the South side and in the centre of that building there is a sort of a clear demarcation and clear signage. There is a retaining wall which is currently shown between the Western entrance building and to the Crippley Road to the West and that's intended as a hostile vehicle mitigation measure. As we work further towards the North there is a couple of existing trees shown and various bits of landscaping, which is







Additional/continued response

clearly a requirement of the local authorities around Oxford to try and retain some of that green space.

CHAIR: Okay, questions being put in the chat about concerns over shared spaces for cyclists and pedestrians and perhaps managing that by signage and asking for disembarking of cyclists on the pavements. Question about: Is there accessible cycle storage?

CHRIS: In terms of the details of the cycle storage. We have not finalised that as yet and if there are any particular types that perhaps you can feedback to us and incorporate that in our designs. In the discussions we have had with Oxfordshire county and the city we think there is a general desire for double stacked racks but if there are other requirements, we will happily consider them.

CHAIR: Some of the cycles used for disabled people are much larger and require a bigger space. There are two questions I will come to. There was one comment in the chat to the image on screen. Is there a pick up and drop off point layby being provided?

CHRIS: We did consider that, and it was in our original designs. However, it has now been removed following consultation with both Oxford city and Oxfordshire county. As they don't want to see a pickup and drop off facility there because of the impact on local roads it is currently residential area very quiet and so it has been requested the pickup and drop off is retained on the East side of the station.

CHAIR: Okay. Ian you have your hand up and then Josh.

IAN: Just looking at this diagram. The entrance into the station is through the Southern side with big label saying Oxford.

CHRIS: Yes.

IAN: Is there an entrance on the West side.

CHRIS: No, it is not an entrance. It will be a retail facility essentially behind that. So, there will just be one entrance into the station.

IAN: You will need to provide signage, so people know where the entrance is. If you are coming to the entrance and see just the trees, it is not obvious. As a train station the entrance should really stand out. You need to provide good signage and the same applies to the drop off point you are talking about is where those trees are again you will need good signage directing people towards the entrance.

CHAIR: The comment was there will not be a layby and drop off, there is an existing one on other side of the station.

IAN: I thought he meant further down the street from here.

CHRIS: Yes, that is correct. The existing station entrance South side.

IAN: I suggest that needs to be revisited you need a picking up and setting off points at this side.

CHAIR: Josh vou had comment?

JOSH: Yes, Andy has made a similar point in the chat. The fact that this station has not got a changing place. I feel that Network Rail is continuing to almost discriminate against people who need changing places. You







Additional/continued response

would not build a new station and not include any toilets whatsoever. I just think there needs to be a bigger conversation within Network Rail to stop discriminating against people who need such facilities. I just think it is absolutely disgusting that there is no provision for member of our society. Thank you.

CHAIR: So, question has been asked do you have a diagram that talks about the distance between the two station entrances. Tanvi are you asking between the East and West side of the station, is that your question Tanvi?

CHRIS: Okay we can pick that one up a bit later on it might be something that Andy will be best place to answer.

CHAIR: Yes, Tanvi replied it is the distance between two station entrances. Andy Wilson here. I will just add to this for the people who can see. Above the Western entrance building there is the station platforms and behind it's a black shape which is actually the main station entrance on the East side. So, it is level with Western entrance and five tracks or five platforms across and it is within a couple of hundred metres.

CHAIR: I think Andy the question is more about the diagram showing the walking distance for somebody, not the as the crow flies.

ANDY: We can provide that.

CHAIR: Okay. Andy you have your hand up.

ANDY: Yes, I just wonder what the fire strategy is given you said the lifts are not fire rated. What its solution there? I want to make the point a lot of these issues that are coming up now are the kind of thing we could have arrested at much earlier stages and it is becoming quite clear that some of them aren't necessarily going to be available. I think it is very disappointing things like changing places toilet and hopefully it is not ruled out. It is such a strategic decision and the points that other BEAP members are making that could have been done earlier GRIP stages before we ended up with this outline design in front of us.

CHRIS: We will move on to the next slide. This is just a visualisation showing what the inside of the Western entrance building could look like. There is a gate line with seven gates ahead of the subway area and an area of circulation between the entrance to that building and the gates as well. So, within the facility there is seating, ticket vending machines, help desk, customer information systems, public toilets and retail outlets as well. Just to address some of the earlier points as well. This is a phased enhancement to Oxford station and there will be future phases which will likely replace the buildings and facilities on the main side of the station on the East side. So, there are potentially opportunities to cover off additional requirements as part of that project.

CHAIR: Are the WCs, obviously on your plan on the paid or unpaid side. Can I make one point about the last image I know it is an artist impression. Concerns about sunlight impacting into the space and about contrast of colours. Everything is shown as monochrome which does not help







Additional/continued response

particularly, and I don't know if that is the intended colour scheme for the completed project or just a visualisation and you have got the work to do to select material yet.

CHRIS: Yes, we have not selected any materials yet. It's just a visualisation and we can certainly look at that as part of the next phase of design.

CHAIR: Okay. Thank you.

ANDY: This slide is showing an image of the floor plan on the Western entrance of the building the public area. An external forecourt that links on to the pavement. There are two retail units which since this slide was produced GWR have requested that to be one larger unit. Within the concourse inside the building unpaid side of the gate line there is seating, ticket vending machines and a help desk. Then you have five standard gates and two wide gates accessing the paid area and then that links through into the subway towards platforms four and five. There is also back of house accommodation for GWR, British Transport Police and for Network Rail. The subway is three metres wide in this portion. The scheme is future proofing and a stub subway at the moment just between the Western entrance and platform four and five stairs and lift and in the future will be extended across the station. The area of the subway adjacent platform four and five stairs would be widened. There is a small ramp of 350 mms vertical lift between the concourse and the subway to allow the subway to be lower going into the track.

The detail on screen now is showing the subway stairs and the lift. Since this was produced, we agreed two changes which will be carried out at GRIP 5 detailed design. The subway where the stairs and lift will be widened to four metres. Future proofing the future phase and lift will also be set back a further one and a half metres from the subway so that the waiting area for passengers using the lift is clear of the subway flow. The next slide is a visualisation looking at platform level. It shows on the left- hand side of the screen the edge of the Western entrance building at a lower level there is a retaining wall to support the platform five track and then platform four and five island and the rest of the existing station and other through lines. There will be a canopy for the majority of platforms four and five programme approximately eight carriages long which will complete at the North end in line with canopies South side of the station to a similar design scheme. That will be a significant enhancement on the existing, where the canopy is only at the very South end of the platform and only covers less than three car lengths of train. That will encourage passengers to use the full length of the platform even in inclement weather and provide a much better facility for the public. The next image shows electrification. Electrification is due to occur after phase two but is future proofed in the design.

Next slide is a plan view of the platform customer facilities. It is a long building I think about 60 metres or 70 metres long and it includes a café, waiting room and the customer toilets on the platform. These







Additional/continued response

obviously are paid side toilets in addition to the unpaid side toilets in the Western entrance and unpinned the existing main station concourse on the East side.

LORNA: Hi it is Laura Brown Owens access and inclusion manager. You have so many good accessible facilities is there anywhere you were going to put changing places? Changing places facility.

ANDY: We looked at. CHAIR: We discussed it.

ANDY: There is a challenge to that decision. At the moment there are no changing place facilities at Oxford which is a category B station.

LORNA: Okay.

CHAIR: Sue you have your hand up.

SUE: We keep going back to the changing places. One of the things I am really keen to see. You have a large area outside. You have put a dog spend area and could put a modular changing places facility outside they don't look too bad they can be designed in keeping with the design of the external part of the station. That would achieve both aims and they don't have to be literally within the fabric of the building. There is a way of purchasing modular ones that can be built in on a concourse, on a forecourt.

ANDY: Thank you yes.

CHRIS: It's something we will look at again.

ANDY: We talked about the toilets and this is showing the accessible toilet and the baby change, both being unisex and being in separate units, one of the questions earlier.

On to the next slide this is a poor image it's trying to show that Ottley highway is being improved by our project with a contribution from the city council, it provides a 4m wide pedestrian cycle way on the side of the road and each side of the road there are much less of a dip to go under the bridge than the highway itself. This will be a vast improvement on the existing Botany Road where the pavement on one side is only 1m wide and people have to step into the road to pass each other under the bridge.

This slide is talking about the headline elements from the programme, funding commitments for detailed design is due from the Department of Transport this month, with a further tranche of funding a year later for construction. May this year we are due to do the transport and Works Act Order and consents submission. 2022 is when we commence highway works, November 2023 is when we commence work on the station platforms and December 2024 is entry into service. There is a significant milestone a four-day possession for the main bridge works at the station. Mitigations, we are already including in the project to ensure that people of reduced mobility are catered for. We are working with GWR to look at signage, wayfinding and support for people with protected characteristics during the construction period and then also the final station signage and wayfinding. Access to platform 4 will be maintained during the works by







Additional/continued response

the existing footbridge and the lift to the existing footbridge. We'll carry out a full wayfinding review for the station and for the public realm adjacent and a full site schedule will be produced to show that improved signage. Lastly, temporary platform facilities during the construction period will provide equivalent facilities to what exists today for platform 4 including an accessible toilet, wheelchair spaces in the waiting areas and temporary customer buildings will have compliant ramp entry from the platform surface.

CHAIR: So, Chris, the comment from your feedback form earlier, which I touched on at the beginning of the meeting. I'm not sure they were necessarily answered. However, access groups been consulted you said no. You intend to do some wider stakeholder engagement. When are you planning that?

CHRIS: So we are running through our stakeholder engagement plans at the moment, I've asked Oxford City Council for their contact groups who they typically consult in terms of any access groups I'm just waiting to hear back and to close out our consultation by the end of March.

CHAIR: End of March this year?

CHRIS: Yep.

CHAIR: Okay. One of the points from the BEAP is earlier engagement with the BEAP and access consultants is necessary because the design gets fixed too much and then issues are not included or can't be included without an understanding of their requirements. The other question in the feedback form was have other parties been consulted. You said yes, but there were no details provided.

CHRIS: At the moment we have done I think probably about 9 or 10 stakeholder events with different groups, including local residents, councillors, landowners etc. So that just gives you a feel for some of those that we have already done.

CHAIR: Okay. You have indicated that passenger assist facilities are not part of your project if you like, because GWR will continue to operate what they do at the moment. How will they extend that into this new station which is remote from the existing station?

CHRIS: There is a passenger helpdesk in the new station building that we're providing. So, there will be a staffed facility beyond that. I believe they are existing facilities in terms of phone help lines etc will remain. But we will pick this up again with them to see whether there is anything else we can be doing.

CHAIR: So, I think those sorts of things should be within your DIA, really. They are fairly fundamental for access and users. There is a lot of commentary in the chat box and what you need to do when you receive that is both take on board what is there and there are some questions that are asked and need responding too, as part of the feedback and in the whole process but which you will find helpful. A few key points these are just a few compared with the many in the chat I'm afraid, is the whole



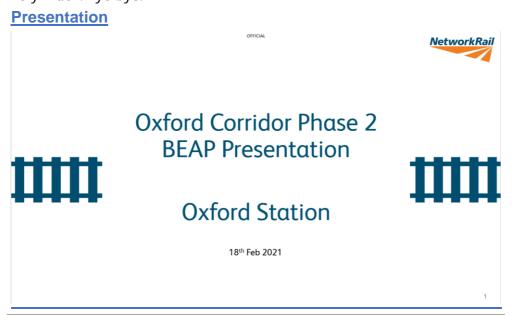




Additional/continued response

issue of consultation with the Students' Union in particular and was suggested by Sam Pugh and that not to consider that just because there appears to be a younger demographic it's not an issue in terms of accessibility. Concerns was raised by Sam Pugh as well, about the general access to the station from the surrounding area, she uploaded a Google image into the chat showing conditions there. A question from BEAP panel does the fire evacuation strategy comply with BS9992, a new BS that came in last year? A whole question of wayfinding signage to the station entrances, and the way it connects to the station on the other side and an indication of the walking distances between both the East and the West station entrances would be useful. Very strong comments about not including a changing places facility was described by Josh as being discriminatory. So that needs I think looking at. Comment around the finishing materials you have yet to select, this is where an access consultant's advice would come in, because there are concerns about the choice, colour of materials, the contrasts, the effect of sunlight on surfaces when people are trying to read ticket machines etc. Coming to the BEAP earlier and earlier engagement is really important because the BEAP don't feel particularly happy about a number of the answers that have come through, but you'll see that in the chat.

SUSAN: I just wondered about the post document evaluation query, has the design team ever been back to stations that have been completed, to look at the way how the design actually turned out in real life, as a learning opportunity to see what they may and may not want to do in their design? CHAIR: Thank you very much for your presentation. As I said I would encourage you to look through particularly the chat, but you will get all this information for you to comment on, the minutes etc. So, thank you very much. Bye-bye.









Additional/continued response

OFFICIA



Agenda

- Introductions
- Project background
- Local context
- · Oxford Phase 2 scope overview
- · Summary of changes
- · Western entrance design
- · Subway design
- · Platform design
- · Associated highway works to Botley Road
- Programme
- · Mitigations during the works
- Questions

2

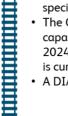
Project background

- Oxford station is by far the busiest of Oxfordshire stations with 8.27 million journeys in 2018-19, an increase of 63% over ten years.
- With the introduction of the December 2019 timetable, Oxford station is nearing full capacity and cannot robustly accommodate the further service enhancements set out in the 2024 train service specification (includes East West Rail services).
- The Oxford Phase 2 project will create the additional capacity (platform and pedestrian flow) to support the 2024 (and beyond) timetable requirement. The project is currently at start of GRIP 5.
- A DIA has been produced to support the project.





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Additional/continued response

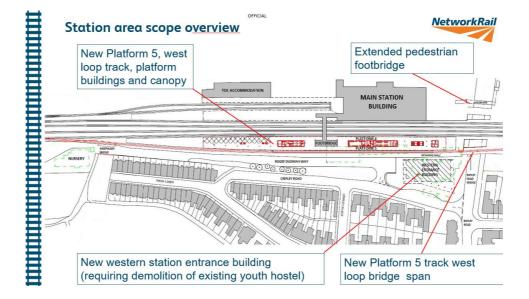


Local context

- The Oxford Station area and west side of Oxford (Osney and Jericho areas) have a high proportion of full time student population (28 %) and a lower proportion than average aged 65 and over.
- Local population more likely than average to be in 'good' or 'very good health' (89%).
- Oxford station is an important regional hub, popular with both commuters and tourists.
- Since the 2011 census inward commuting to Oxford by rail has increased substantially. Furthermore since 2017 the opening of the route from London Marylebone via Bicester and Oxford Parkway has driven a further step change in commuting (inward and outward), evidenced by the 20 $\!\%$ growth in passenger numbers between 2016/2017 and
- Further growth is projected in 2024 with the addition of East West Rail services to Milton Keynes and additional Chiltern Railway services to Birmingham.

Protected Characteristics that the Oxford Phase 2 project could negatively impact if

not designed with care include disability, age, pregnancy and maternity.









Additional/continued response

OFFICIA

NetworkRail

Summary of changes/enhancements

- The Oxford Phase 2 project will rebuild and reconfigure the west side of Oxford station. The existing east side main entrance and secondary entrance are unchanged (includes platform 1, 2 and 3). However, by providing a new entrance/exit to the station, pressure will be taken off the existing entrance/gateline, improving overall passenger flows.
- Enhancements from the works are compliant stepping and <u>tactiles</u> to (existing) platform 4, new platform 5 with a dedicated Western Entrance resulting in enhanced <u>pedflow</u> and compliant station evacuation.
- Accessible toilets and baby change (both platforms 4+5 and western entrance).
- A new lift and stairs will be installed between the western entrance and platforms.
- Platforms will have compliant falls, platform buildings will have level entry, seats will have a
 mixture of seating styles (arms, no arms, perch, wheelchair space).

Western station entrance: indicative concept visualisations





- · Western station entrance is designed to cater for approximately 20% of station users.
- The opportunity exists for a combined operational western entrance building and commercial development which we are exploring. The floorplan is anticipated to remain as per the baseline shown.







Additional/continued response





Western station entrance: internal concept visualisations

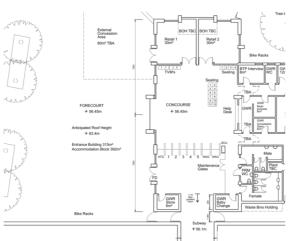




Internally the building will contain:

- Seating
- Ticket vending machines
- Helpdesk
- 7 gates (2 wide and 5 standard)
- Customer information systems
- Public toilets (including accessible WC) and baby change
- · Retail outlet

Western station entrance: proposed floorplan





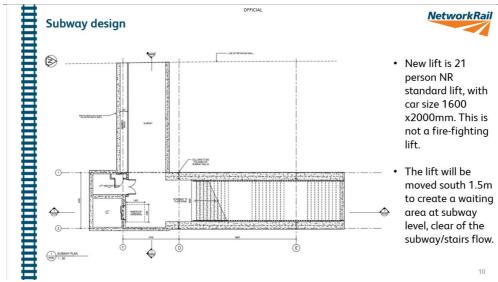
- Level access from the forecourt area through the building and subway towards the platforms.
- Subway is 3m wide, and will ramp up 350mm between subway and concourse.







Additional/continued response



Platform design:



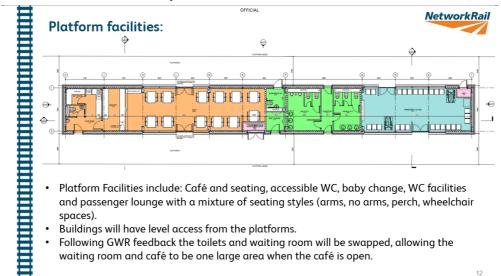
- Increased platform canopy coverage (more than double existing canopy length).
- New/additional staff and passenger waiting and café/retail facilities plus toilets.
- Compliant stepping distances and crossfalls on platforms 4 and 5.
- <u>Tactiles</u> included on both platforms.







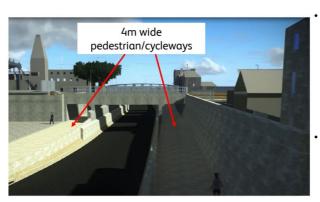
Additional/continued response



- Platform Facilities include: Café and seating, accessible WC, baby change, WC facilities and passenger lounge with a mixture of seating styles (arms, no arms, perch, wheelchair spaces).
- Buildings will have level access from the platforms.
- Following GWR feedback the toilets and waiting room will be swapped, allowing the waiting room and café to be one large area when the café is open.

Associated highway works to Botley Road bridge:





- Highway improvements will increase footway width and safety (in particular the existing 1metre wide northern footway is not wide enough to pass people without stepping into the road).
- The foot/cycleway will have a shallower gradient under the bridge (compared to the road) making cycle, pedestrian and PRM travel less strenuous.









Additional/continued response

Indicative high-level programme – key dates:



- February 2021 Funding commitment to progress detailed design and enabling works.
- May 2021 Transport and Works Act Order (TWAO) and consents submission.
- November 2022 Commence highway works.
- November 2023 Commence western station entrance construction.
- December 2024 Entry into Service.

		Finish	2020				2021				2022				2023			2024				
GRIP 5 Design			Q1	Q2	Q3	Q4	ā	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GRIP 5 design - main station area / Botley Road	Oct-21	Nov-22																			П	
	Start	Finish	2020			2021			2022			2023			2024							
GRIP 6 Construction			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GRIP 6 - main station area / Botley Road	Nov-22	Dec-24												+							\equiv	→
Roger Dudman Way realignment & Sheepwash bridge	Nov-22	Sep-23																				
Botley Road pedestrian bridge	Dec-22	Mar-23																				
Botley Road bridge and highway works	Apr-23	Dec-23															•					
Platform 5, buildings and canopy	Dec-22	Nov-24																				
Western entrance construction	Nov-23	Nov-24																				
Entry into Service		Dec-24																			П	•

♦ 100 hr rail possession / 110 hr road closure - August 2023

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OFFICIAL

Mitigations considered during the Works



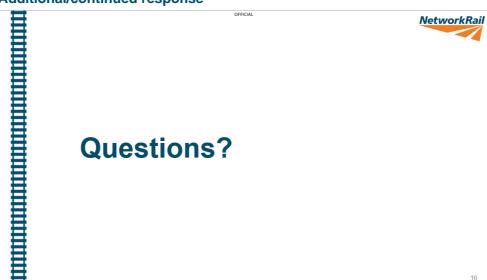
- The team will work with GWR (station facility owner) prior to the works to ensure there is sufficient signage, way finding and enough support for those with protected characteristics who will use the station during the construction period, and when the works are complete.
- Access to platform 4 will be maintained during the works via the existing footbridge and lifts.
- A full wayfinding review will be carried out for both the station internal, station external
 and wider public realm areas, then agreed with City/County. A full signage schedule will be
 developed at GRIP5.
- Temporary platform facilities during the construction period will provide equivalent
 facilities to the current platform 4 provision, including accessible toilet and wheelchair
 spaces in the waiting area. Temporary customer buildings will have compliant ramp entry
 from the platform surface.

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Question number: 7













Continuation sheet

Question number:







Continuation sheet

Question number:



