

Oxford Corridor Phase 2 Public Engagement



Oxford Station

January 2021

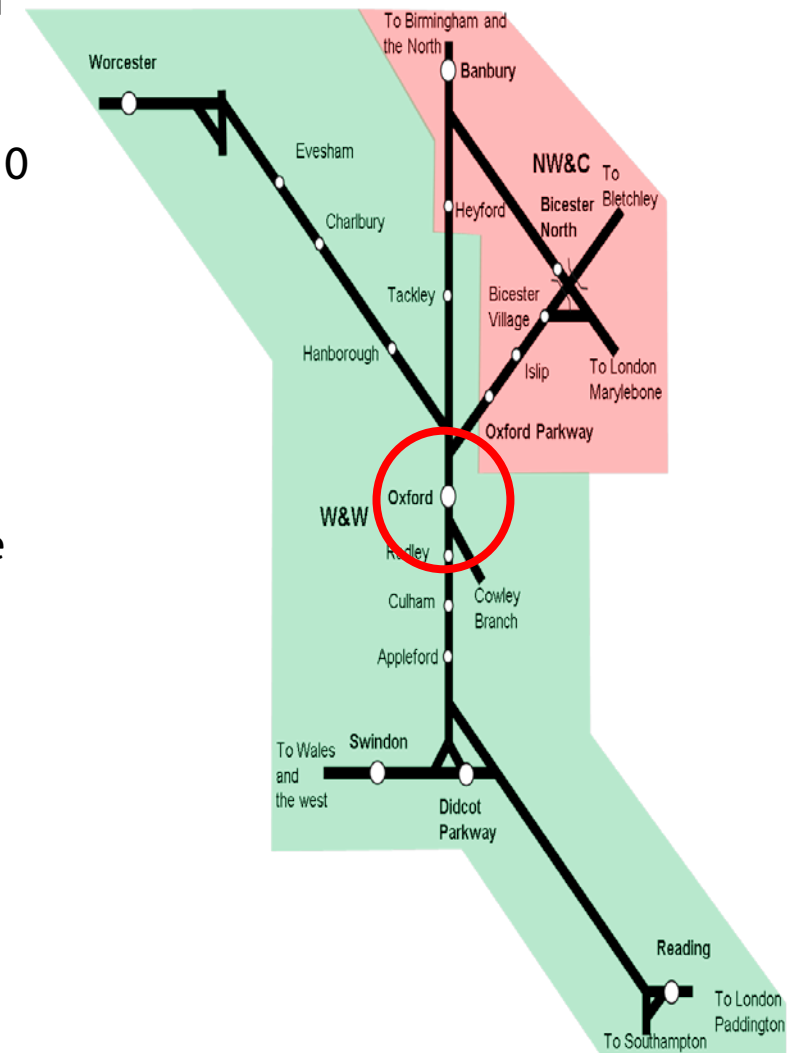
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Agenda

- Introductions
- Strategic context
- Purpose of engagement
- Oxford Phase 2 Scheme overview
- Environmental Impact Assessment
- Indicative programme
- Public engagement plans
- Key interfacing projects
- Questions

Strategic Context

- Rail is a key element of Oxfordshire's transport system, with over 20.5 million journeys made to and from Oxfordshire stations in 2018-19.
- Journeys to and from stations in Oxfordshire have increased by 69% in the 10 years to 2019 against a UK average of 42%.
- 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. Oxford is the 5th busiest station in Network Rail's Wales & Western region.
- Oxfordshire holds a strategically vital position for rail freight, particularly for intermodal and automotive flows between the Port of Southampton and the Midlands.
- 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. Furthermore, the infrastructure in the station area is restricting the transition of journeys from private car to public and active modes of transport.
- Improving rail's service offering will support wider benefits including connectivity to jobs and housing and regional economic growth.

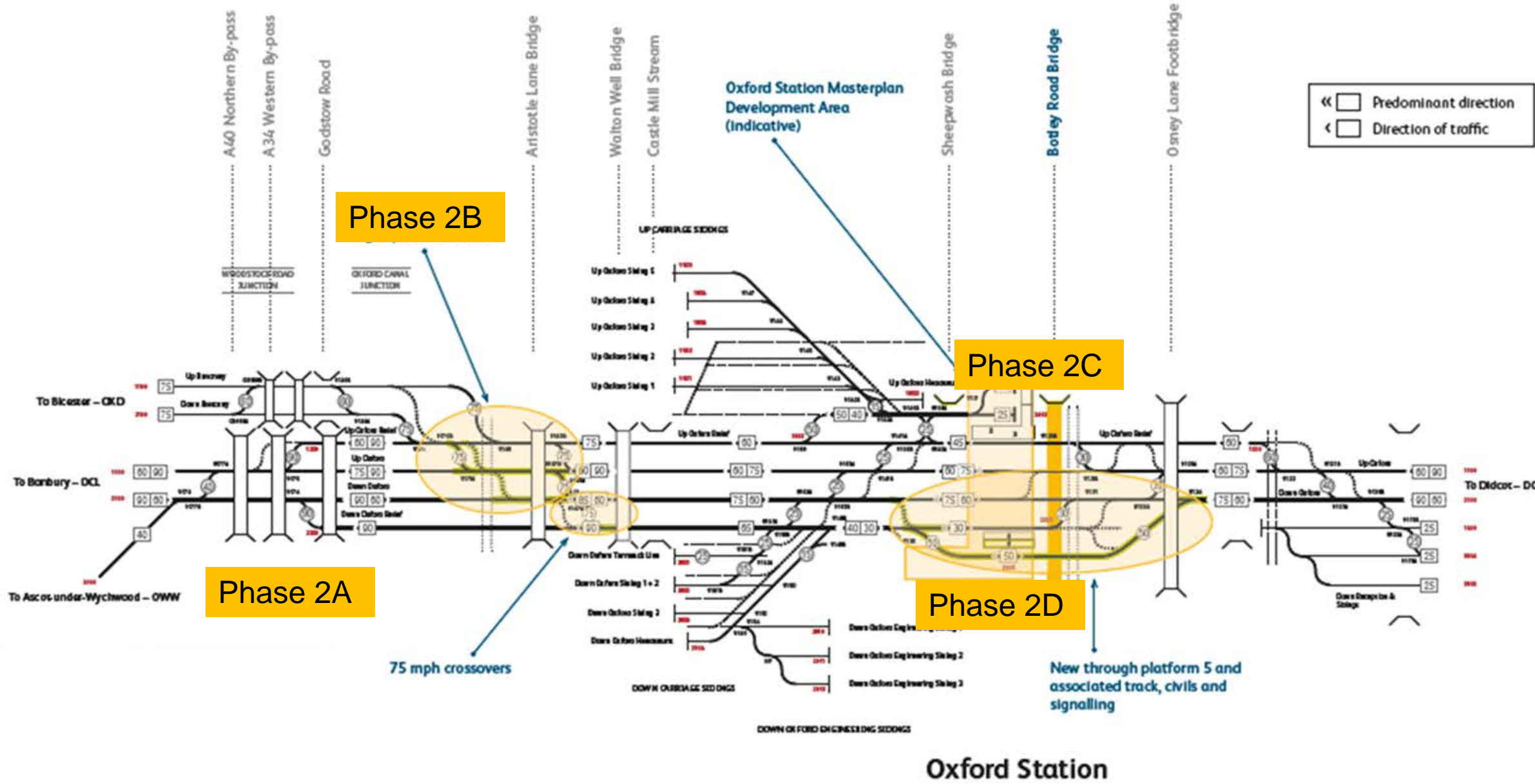


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Purpose of engagement:

- To brief stakeholders on the industry's proposals for improving rail's offering through capacity, connectivity and station improvements
- To seek guidance and feedback on our proposals and how to take these forward
- To work with the local community and maximise the benefits and impact of the scheme

Oxford Corridor Phase 2 Scheme Overview



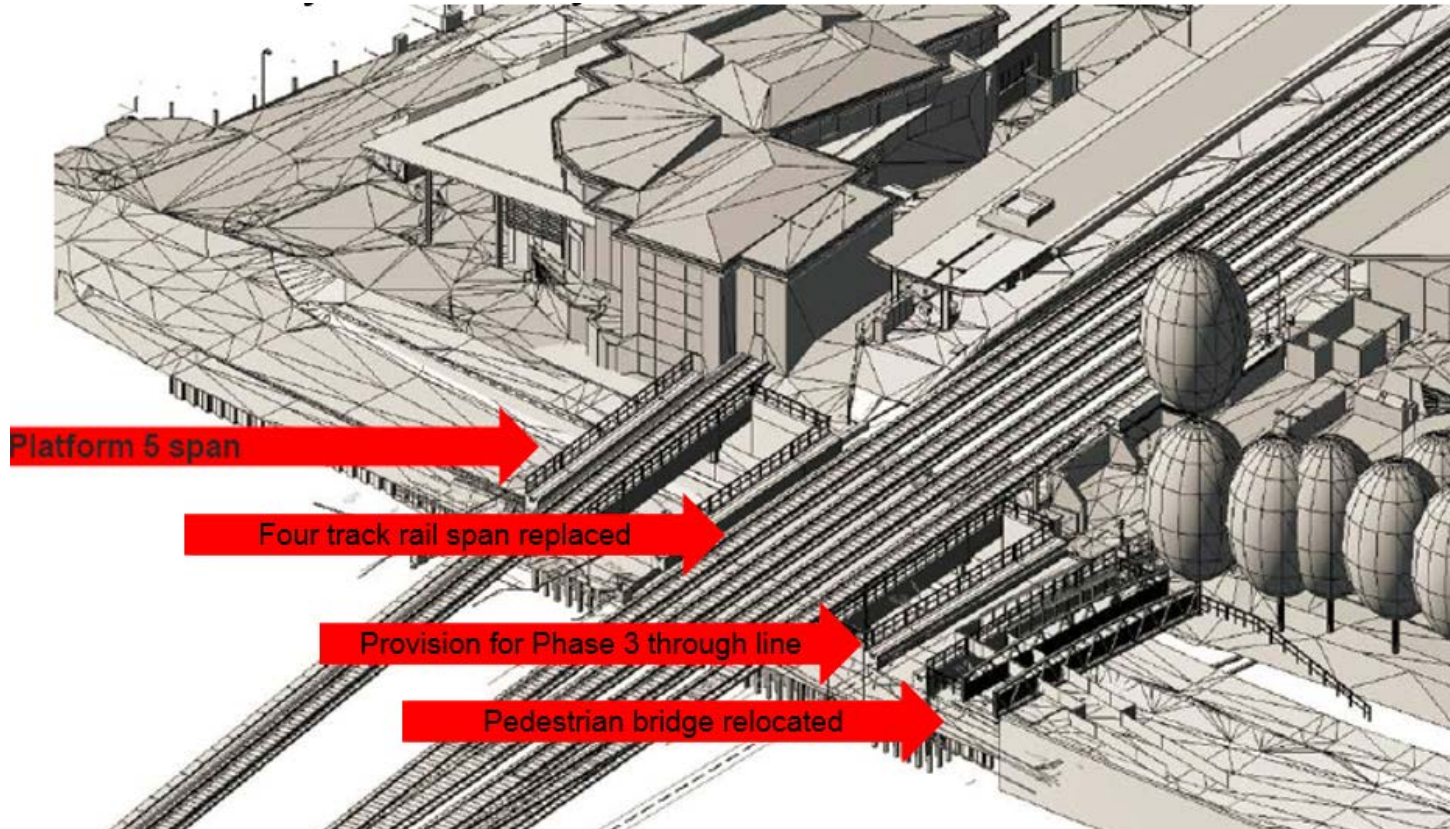
Oxford Phase 2 Scope and Benefits:

The works are currently split into four sub-phases:

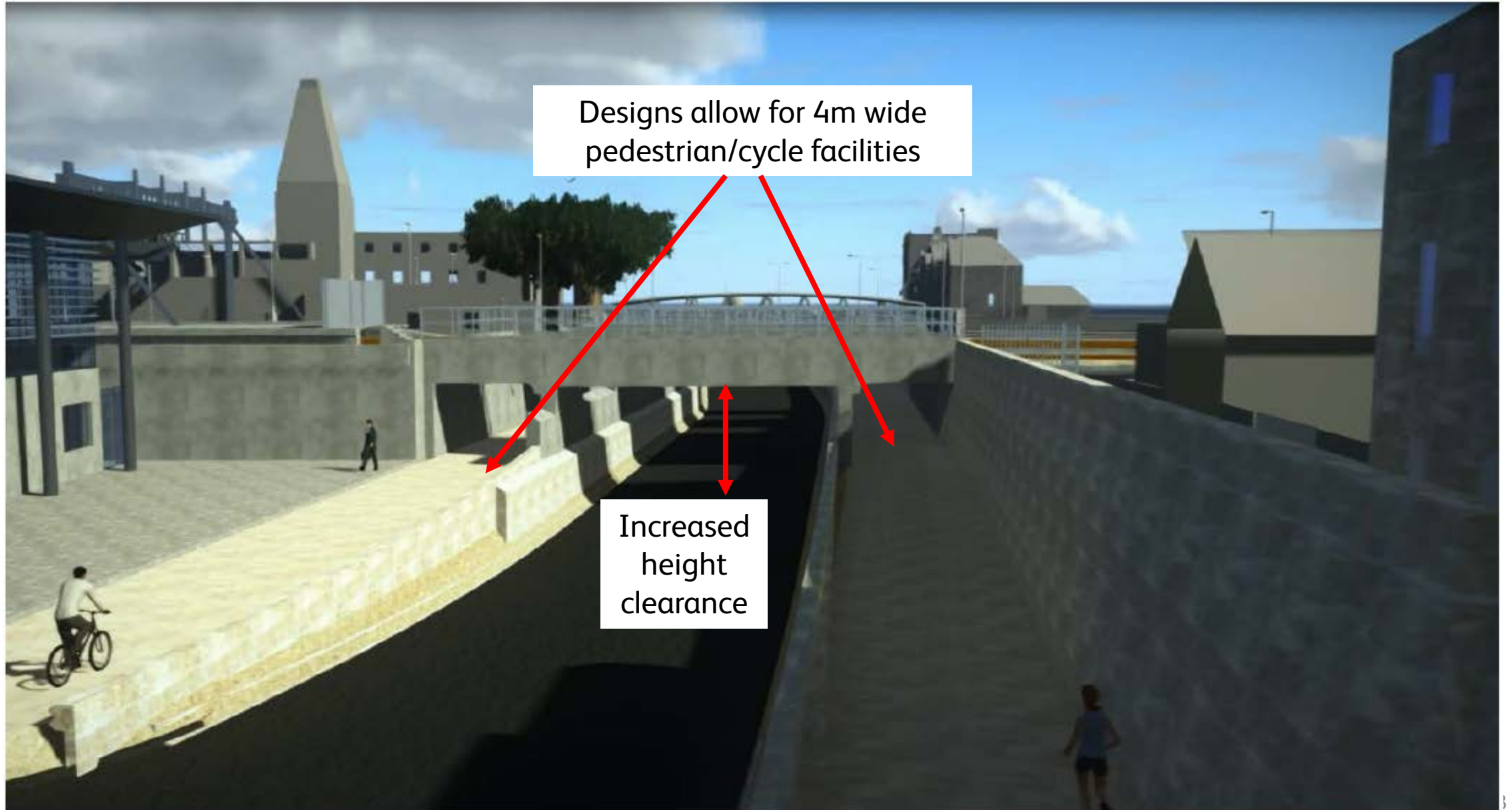
Scope:	Description:	Key Output / Benefits:
Phase 2A: Level Crossings	Level crossing closures at Tackley, Sandy Lane and Yarnton Lane to enable commissioning of signalling improvements from Wolvercote to Heyford, increasing capacity and flexibility.	<ul style="list-style-type: none"> • Safety improvements • 2 additional freight paths per hour • Capacity for additional Birmingham to Oxford services • Increased track maintenance access.
Phase 2B: High Speed Crossovers	Three 75mph high-speed crossovers at Oxford North Junction to create additional capacity for services towards Bicester, replacing existing 25mph crossovers	<ul style="list-style-type: none"> • 2 minute journey time improvement for services between Oxford and Bicester. • Capacity and performance improvement for all services
Phase 2C: Botley Road Bridge	<p>Replacement of Botley Road bridge main span, a new span to accommodate an additional west side island platform, and passive provision for a future eastern span.</p> <p>Significant highways enhancement and 4m wide cycle and pedestrian routes on both sides</p>	<ul style="list-style-type: none"> • Enabler for platform 5 and future eastern through platform • Enabler for future Oxford Station Masterplan • Increased height will allow use of standard height double decker buses • Improved highway safety • Improved cycle and pedestrian provision and safety
Phase 2D: Station works and Western Entrance	Provide a new down-side twin-face platform and new western station entrance (access from Roger Dudman Way)	<ul style="list-style-type: none"> • 50 % increase in through platform capacity for additional services (East West Rail and the 2024 specification) • Increased station pedestrian flow capacity. • Passenger walking time benefits from west side. • Station amenity improvements

Phase 2C – Botley Road Bridge and Highway Works

- New single span for Platform 5 track
- Four track main span replaced
- Passive provision for single track span for eastern through line
- Replacement of Becket Street pedestrian footbridge
- Highway gradient alterations and road re-alignment/widening
- 4m wide cycle/footways on both sides



Phase 2C - Botley Road Bridge cont'd (looking east):



Summary of changes/enhancements

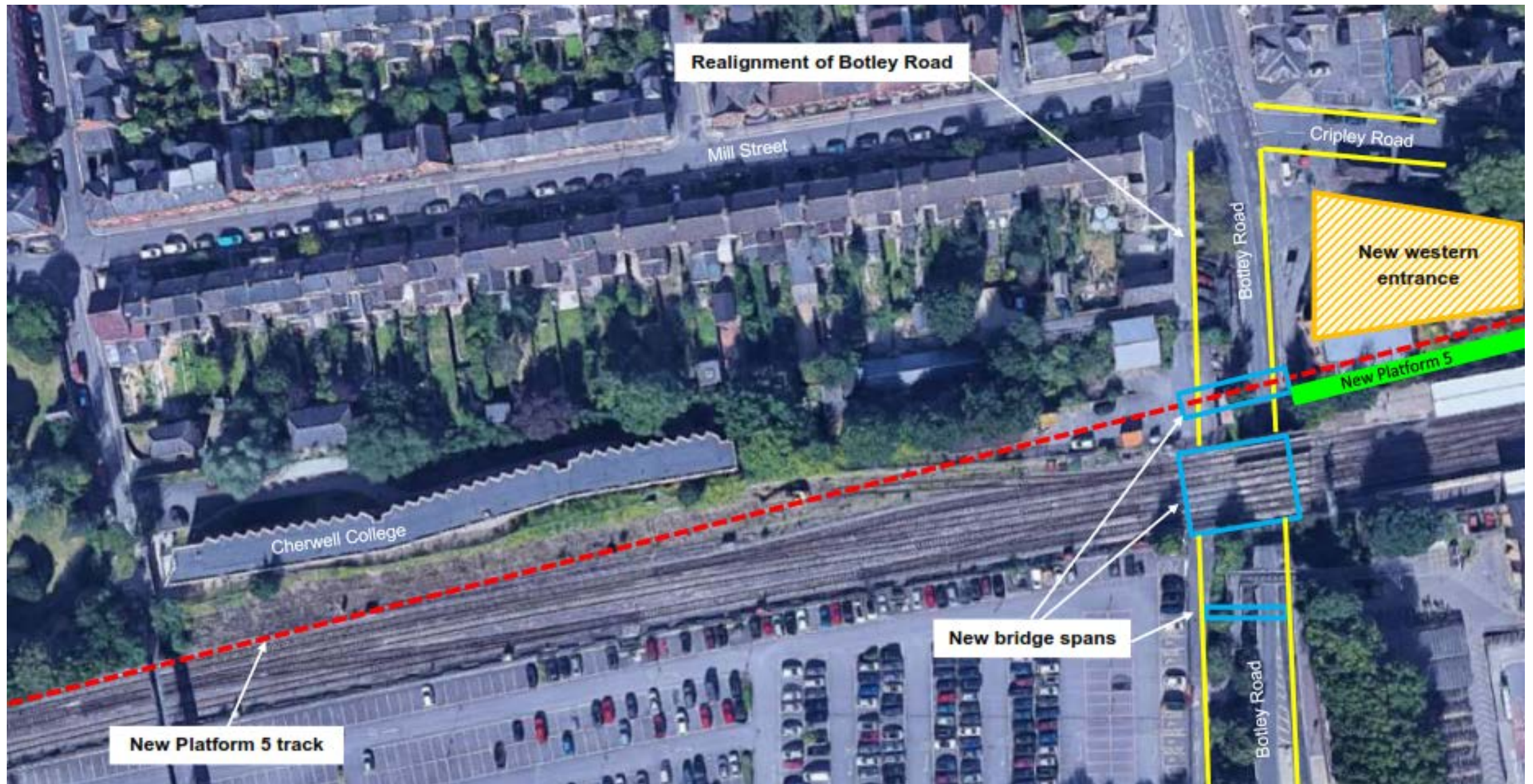
- The Oxford Phase 2 project will rebuild and reconfigure the west side of Oxford station. The existing east side main entrance and secondary entrance are unchanged (includes platform 1, 2 and 3). However, by providing a new entrance/exit to the station, pressure will be taken off the existing entrance/gateline, improving overall passenger flows.
- Enhancements from the works are compliant stepping and tactiles to (existing) platform 4, new platform 5 with a dedicated Western Entrance resulting in enhanced pedflow 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: New indicative concept visualisations

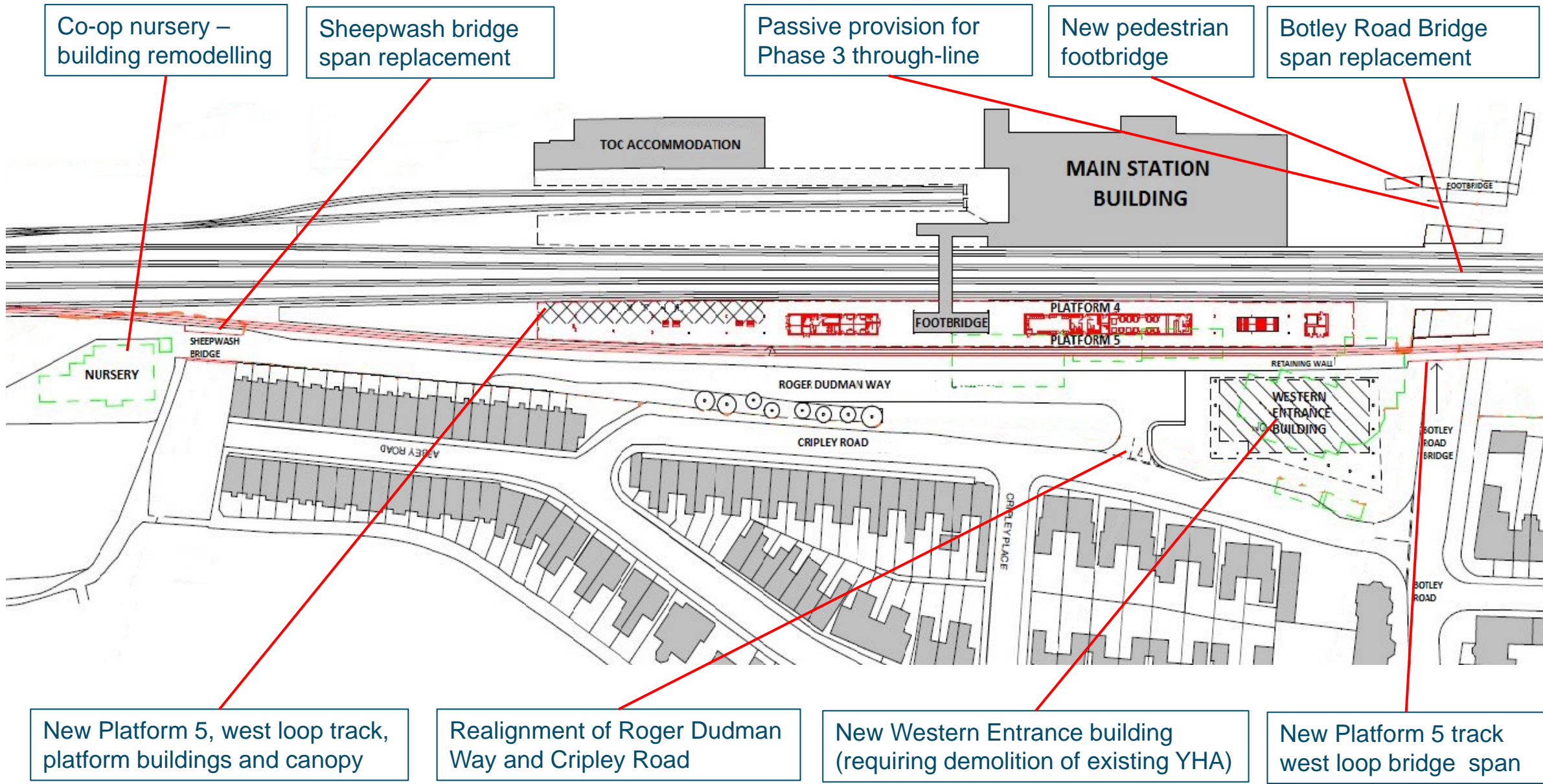


- Western station entrance is designed to cater for approximately 20% of station users.
- The opportunity exists for a combined operational western entrance building and commercial development which we are exploring. The floorplan is anticipated to remain as per the baseline shown.

Phase 2C & 2D – Station South Side General Arrangement



Oxford Phase 2D - Station Area Scope Overview



Co-op nursery – building remodelling

Sheepwash bridge span replacement

Passive provision for Phase 3 through-line

New pedestrian footbridge

Botley Road Bridge span replacement

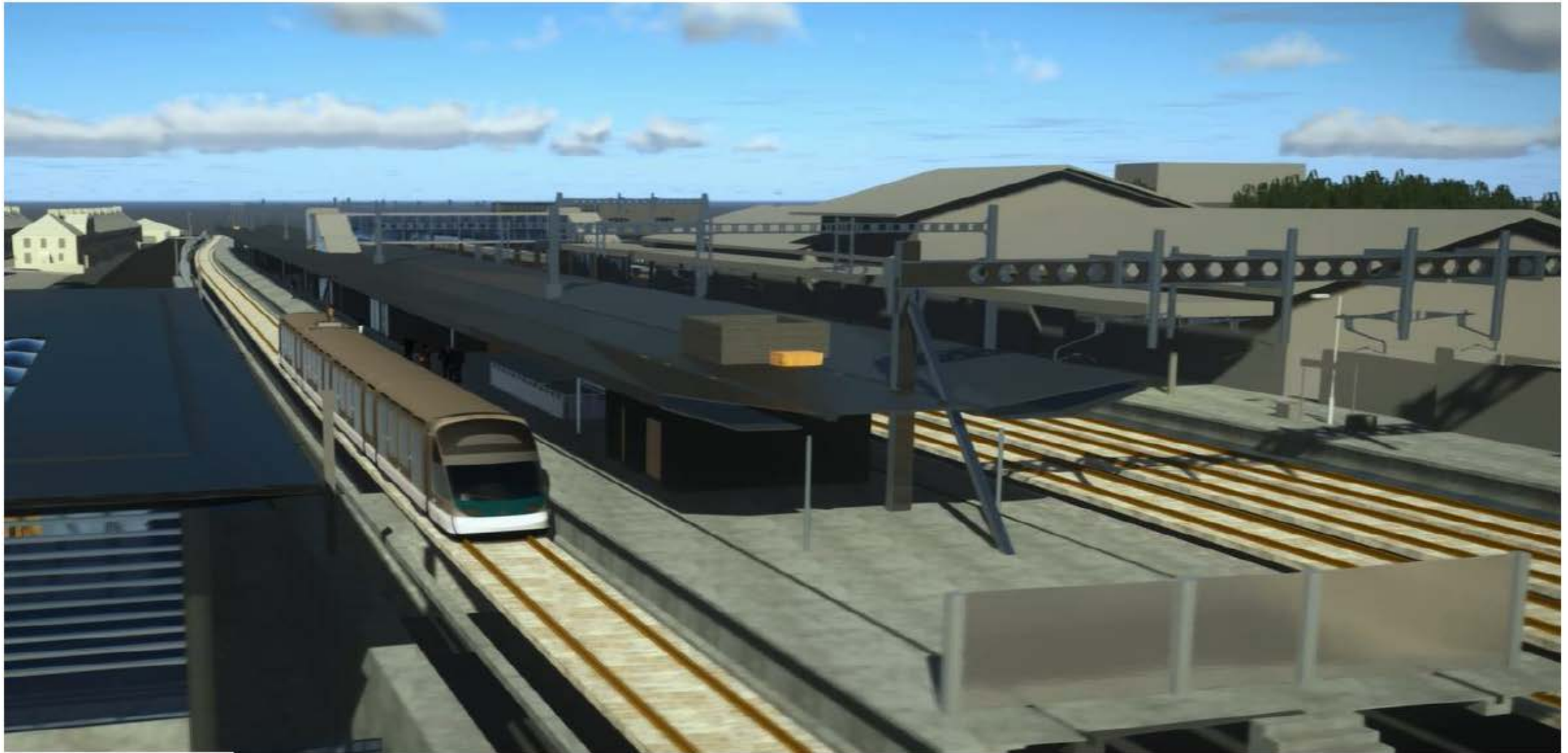
New Platform 5, west loop track, platform buildings and canopy

Realignment of Roger Dudman Way and Cripsey Road

New Western Entrance building (requiring demolition of existing YHA)

New Platform 5 track west loop bridge span

Phase 2D - New Platform and Station facilities:



- Increased platform canopy coverage
- New west side station entrance
- New/additional staff and passenger waiting, café/retail facilities etc
- Note that electrification shown in this image will not be delivered as part of this project

Phase 2D - West Station Entrance: Indicative concept visualisations

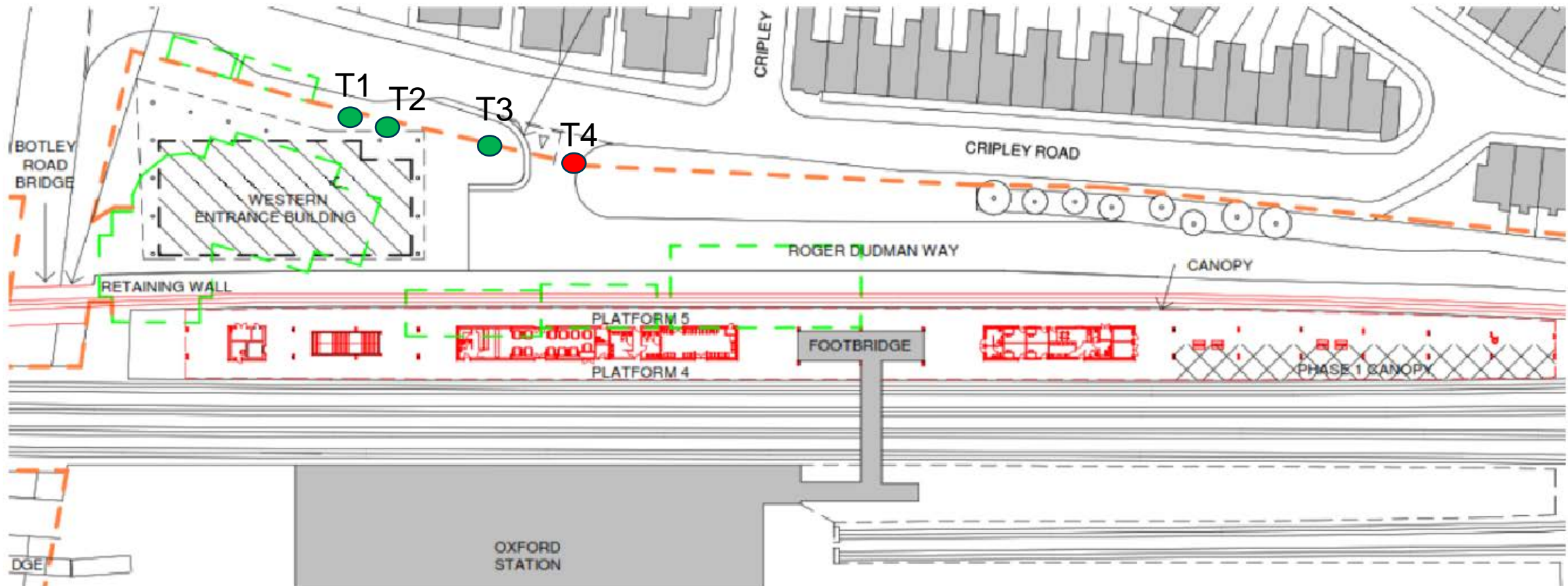


The design/ development of the new west-side station building proposals are ongoing and further details will be shared in the coming months.

The opportunity exists for a combined operational western entrance building and commercial development which we are exploring and may drive a separate planning application at a later date.



Phase 2D - Station West Side General Arrangement, Highways Layout and Existing Trees:



- Implementation will require 1 of the existing trees (T4) to be removed. Mitigation options to be discussed
- Station drop off/pickup facilities have been removed from outside Western Entrance building to mitigate increase in traffic levels
- Cycle parking to be provided on west side



Environmental Impact Assessment:

Network Rail are working with consultants Jacobs on an Environmental Impact Assessment (EIA) for the station works. Details of the scope of the Environmental Statement (ES) are now agreed with technical experts which has involved the City Council Planners formally consulting with their own officers as well as the following bodies:

- Canal and River Trust
- Environment Agency
- Control of major-accident hazards competent authority (COMAH)
- Garden History Society
- Health and Safety Executive
- Oxfordshire County Council (Local Highway Authority and Flood Authority)
- Highways England
- Historic England
- South Oxfordshire District Council, Cherwell District Council, Vale of White Horse District Council and West Oxfordshire District Council as the neighbouring planning authorities
- Natural England
- Thames Water
- Oxfordshire Fire Service
- Thames Valley Police

Indicative High-Level Programme – Key dates:

- January 2021 - Funding being sought to progress detailed design and enabling works
- May 2021 – Transport and Works Act Order (TWAO) submission to the DfT for land purchase and ‘Prior Approval’ submission to Oxford City Council.
- April 2022 – Final funding ask for full implementation of scheme
- November 2022 – commence highway works on Roger Dudman Way
- December 2022 - Botley Road Bridge (pedestrian element), additional platform face and station buildings
- April 2023 – Botley Road Bridge (bridge and highways)
- November 2023 – West end station entrance
- December 2024 – Entry into Service

	Start	Finish	2020				2021				2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
GRIP 5 Design																						
GRIP 5 design - main station area/Botley	Oct-21	Nov-22																				
GRIP 6 Construction																						
GRIP 6 - main station area/ Botley Road	Nov-22	Dec-24																				
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																				

◆ 100 hr possession August 2023

Public Engagement Plans(January – March 2021):

January

- Local Ward Councillors (Cripsey Rd and Mill Street)
- Cripsey Rd and Mill Street (via Residents Association)
- MPs
- OXLeP

February

- Network Rail Design Review/Oxford Design Panel
- Oxford Preservation Trust

March

- Wider City/County Councillors
- Wider Public Engagement

Key Interfacing Projects:

Oxford Masterplan:

- Working with Oxford City and County Councils and their consultants, we are supporting further master planning to understand development opportunities for the wider station area that incorporate additional capacity requirements for future growth in rail, as well as improvements to the wider realm and environment for the station area to transform the gateway to the City.
- The Oxford Phase 2 scheme forms the baseline state from which the Oxford Masterplan designs will build upon
- Consultation on options is anticipated later this year.



Electrification:

- The Oxford Phase 2 scheme is futureproofed for electrification of the railway, which will bring cleaner, quieter trains. Electrification remains a regional priority.
- Osney Mead bridge



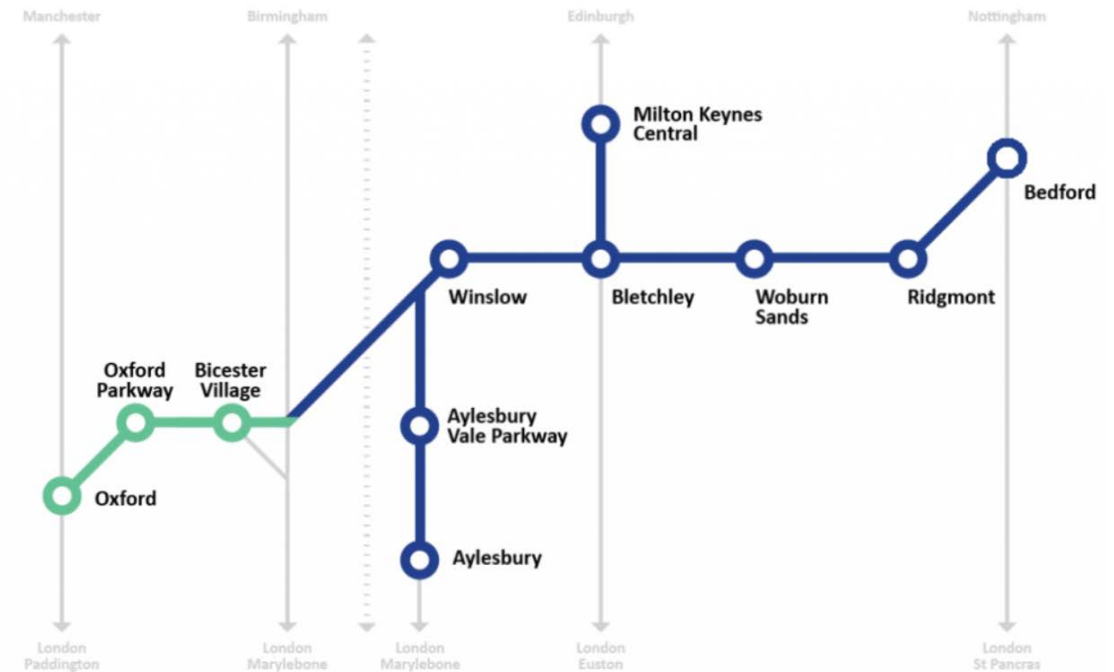
Key Interfacing Projects cont'd:

**east
west
RAIL**

NetworkRail

East West Rail

- A new direct east-west rail link between Oxford and Cambridge, and beyond. Serving communities across the area, it will cater for future growth, bring faster journey times and lower transport costs as well as easing pressure on local roads. This will support the thriving OxCam Arc of science and business.
- Initial funding for a East West Rail Phase 2 has been achieved for two trains per hour into Oxford from 2024
- Development continues for further service enhancements and configuration states for four trains per hour into Oxford around 2027. Further infrastructure will be required for this.
- The Oxford Phase 2 scheme provides platform and pedestrian flow capacity at Oxford station to support these services.



- EWR are preparing a non-statutory consultation for spring/summer 21 prior to formal Development Consent Order towards the end of 2021

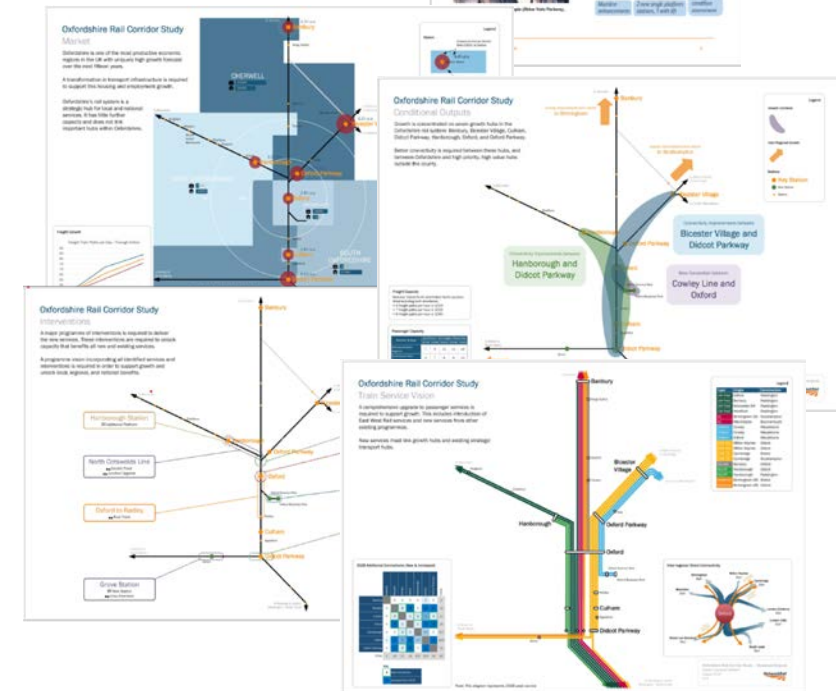
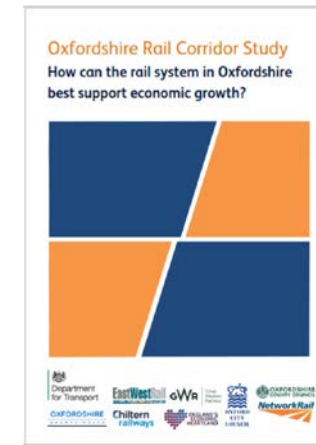
Key Interfacing Projects cont'd:

Oxfordshire Rail Corridor Study (ORCS)

- The Oxfordshire Rail Corridor Study (ORCS) assesses the impacts of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth, reflecting and utilising the ambitions of the Housing and Growth Deal and the Oxfordshire Local Industrial Strategy
- The study identifies a suite of conditional outputs to deliver the growth and identifies strategic rail interventions required to transport that growth.
- Collaboratively produced between NR, the DfT, Oxfordshire County Council, Oxford City Council, East West Rail Company, the North Cotswolds Taskforce and principal train operators.

Oxfordshire Connect:

- Will be the vehicle to take forward these strategic outputs drawn together into an integrated industry programme for all schemes across Oxfordshire



Questions?