

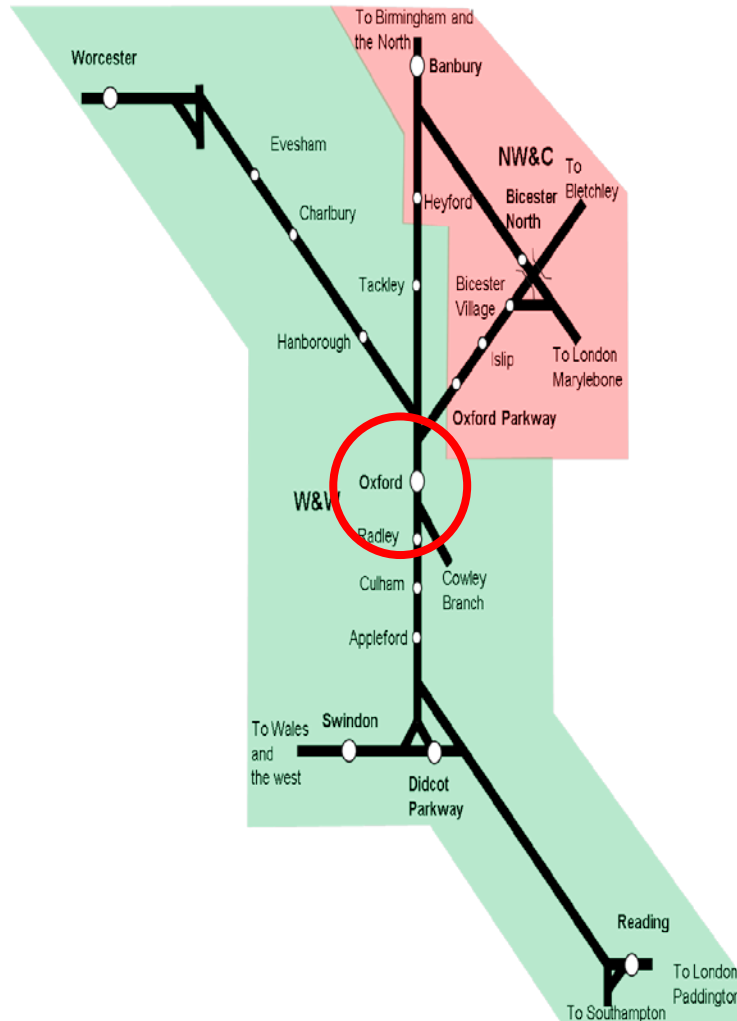
A stylized blue graphic of a rail track, consisting of vertical bars connected by horizontal lines, positioned on the left side of the slide.

# Oxford Corridor Phase 2 Level Crossing Closures

A stylized blue graphic of a rail track, consisting of vertical bars connected by horizontal lines, positioned on the right side of the slide.

11 November 2020

# Oxford Corridor 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 5<sup>th</sup> busiest station in Network Rail's Wales and 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.

# Oxford Corridor Phase 2 Scope

The project is split into four sub-phases:

- **Phase 2A: Level crossing closures**
  - Closure of 3 level crossings at Tackley, Sandy Lane and Yarnton Lane.
- **Phase 2B: High speed crossovers**
  - Installation of three 75mph crossovers at Oxford North junction.
- **Phase 2C: Botley Road bridge and highway works**
  - Replacement of the four track rail span of Botley Road bridge, highway gradient alterations and 4m wide cycle/footways on both sides of Botley Road.
- **Phase 2D: Station works and new western entrance**
  - Creation of a new platform (5) with full length canopy and passenger facilities on the platform and a new entrance on the western side of the station.

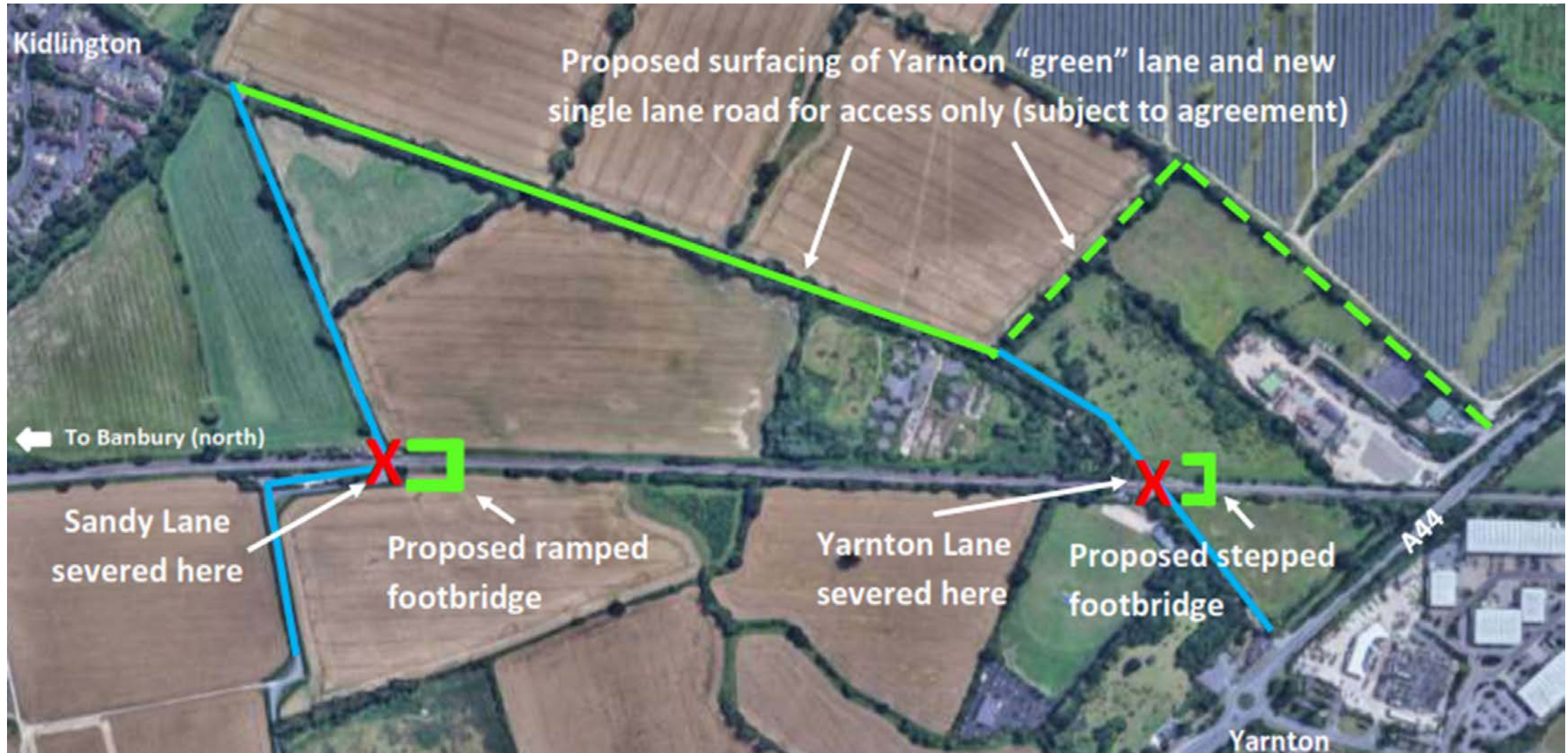
## Why Sandy Lane and Yarnton Lane level crossings need to close



- To improve safety and reduce the level crossing risk along the Oxford railway corridor through a programme of closures and improvements
- To increase the number of passenger and freight trains along the route
- To align with the adopted Cherwell Local Plan 2011-2031, in particular Policy PR8 for the creation of parkland, green space and a nature reserve, with the protection of existing public rights of way and the closure of Sandy Lane to motor vehicles, promoting it as a 'green' lane
- 7 incidents reported at Sandy Lane in the past 12 months – 2 involving cars, 2 with pedestrians
- 9 incidents reported at Yarnton Lane in the past 12 months – 3 involving children on the line



# Network Rail's Current Proposals

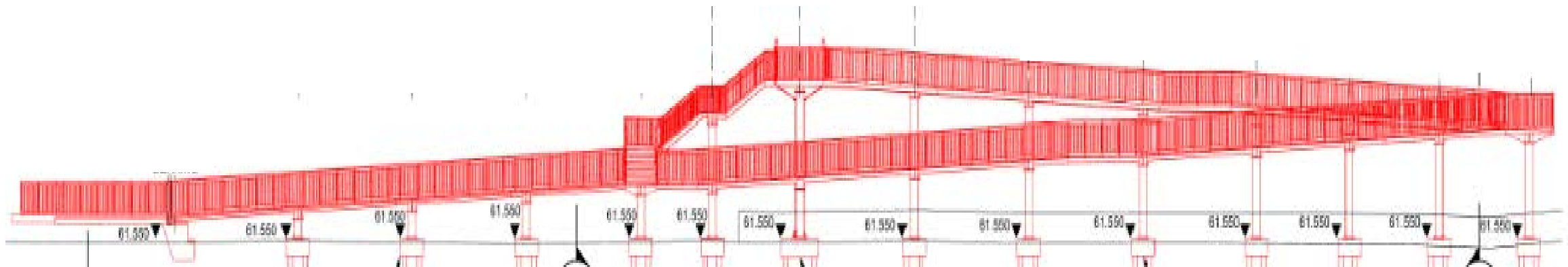


# Network Rail's Proposal at Sandy Lane

- Installation of a 3 metre wide ramped footbridge suitable for pedestrians and cyclists
- Ramp length – 96 metres
- Gradient – 1:22



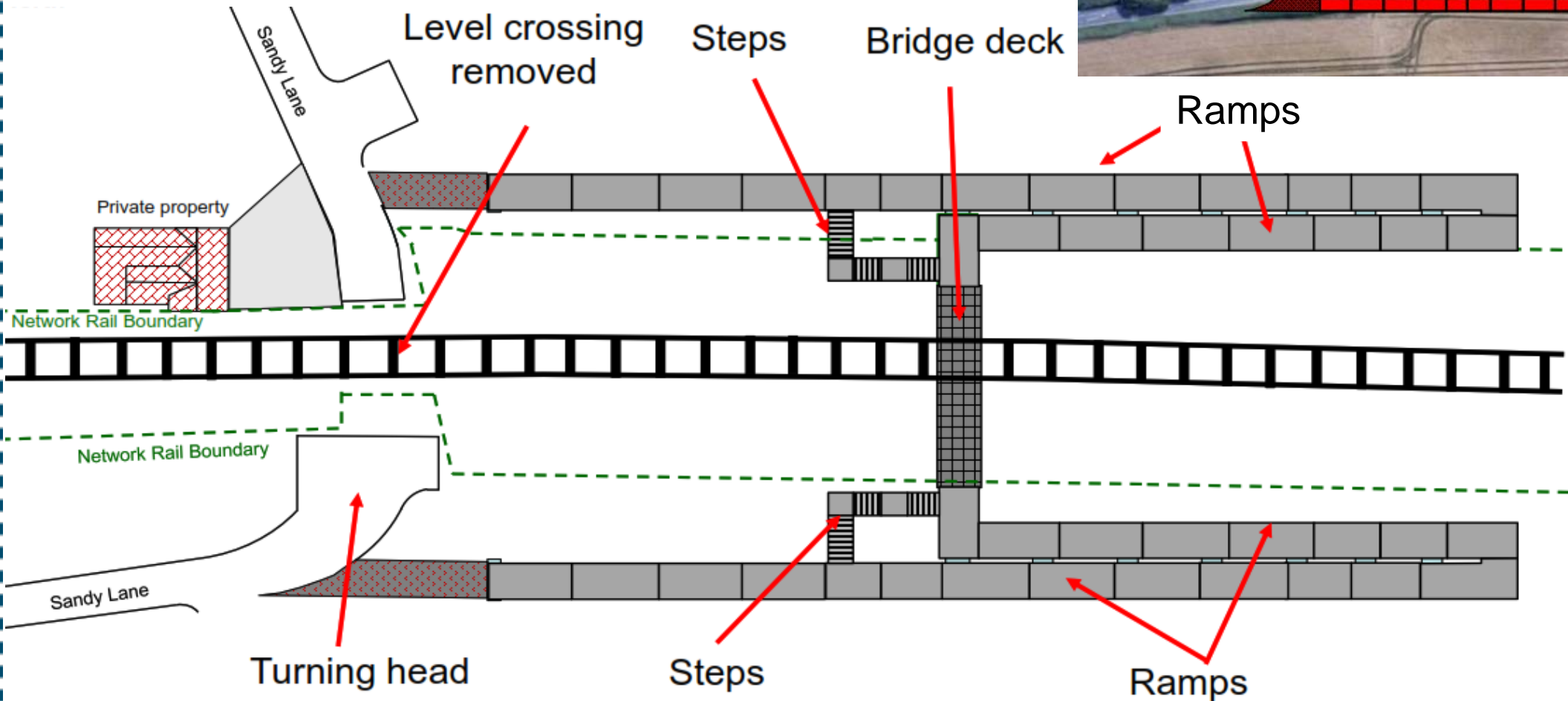
Example of similar ramped footbridge



Ramp and stairs elevation



# Network Rail's Proposal at Sandy Lane



## Other Options Considered at Sandy Lane

Other Options	Benefits	Dis-benefits	Reasons to discard
<b>Road bridge over the railway</b>	<ul style="list-style-type: none"> <li>• Diverts Sandy Lane over the railway and keeps the vehicular connection between the A44 and Kidlington</li> <li>• Removes the safety risk of the level crossing</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially seen as inappropriate development in the greenbelt, due to a large road bridge with embankments being visually intrusive</li> </ul>	<ul style="list-style-type: none"> <li>• Unlikely to achieve planning consent as this is not aligned with the Local Plan for development in the area</li> </ul>
<b>Full barrier crossing</b>	<ul style="list-style-type: none"> <li>• Removes the significant safety risk of people trying to weave around the level crossing barriers when closed or as they are closing</li> </ul>	<ul style="list-style-type: none"> <li>• The level crossing remains open so potential for misuse and safety risk remains</li> </ul>	<ul style="list-style-type: none"> <li>• Due to the operating system, the level crossing will need to close much earlier before the arrival of each train, and the barrier down time would increase from approximately 10½ minutes per hour to around 43 minutes per hour</li> <li>• A full barrier crossing would only reduce, and not eliminate the risk at the crossing</li> </ul>

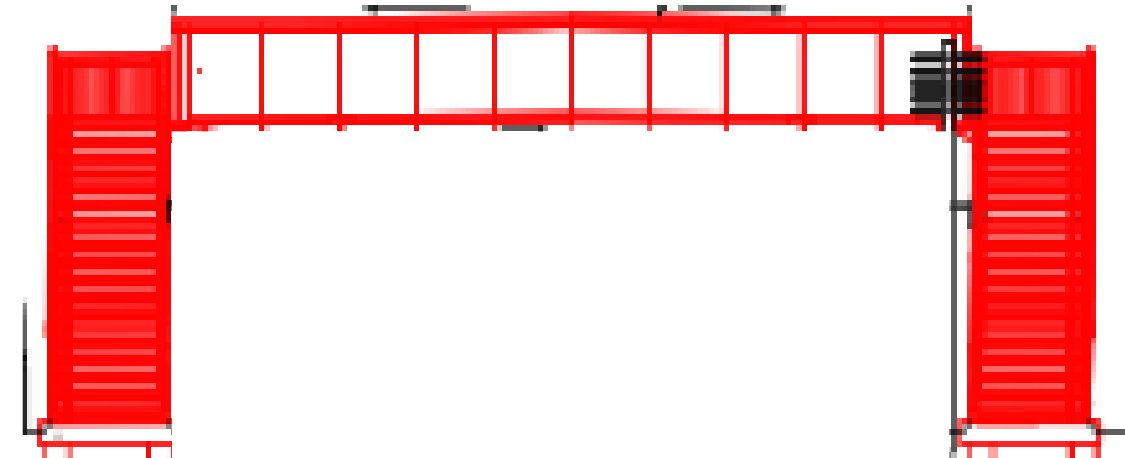
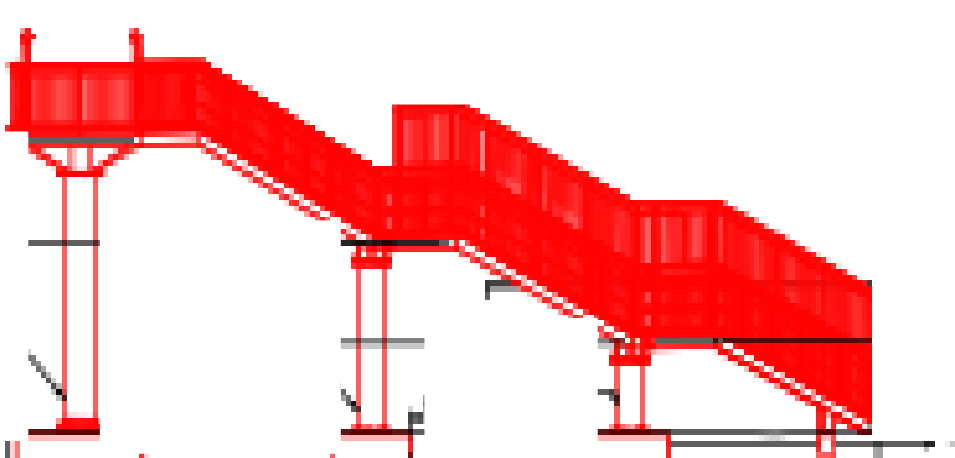


# Network Rail's Proposal at Yarnton Lane

- Installation of stepped only footbridge due to low usage
- Wheeling ramps for bicycles
- Passive provision for ramps to be installed at a later date if required

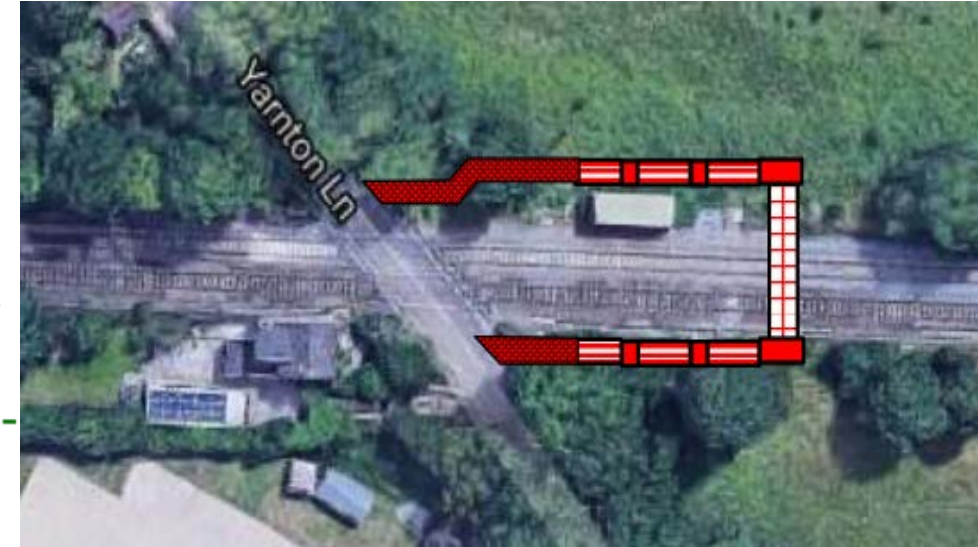
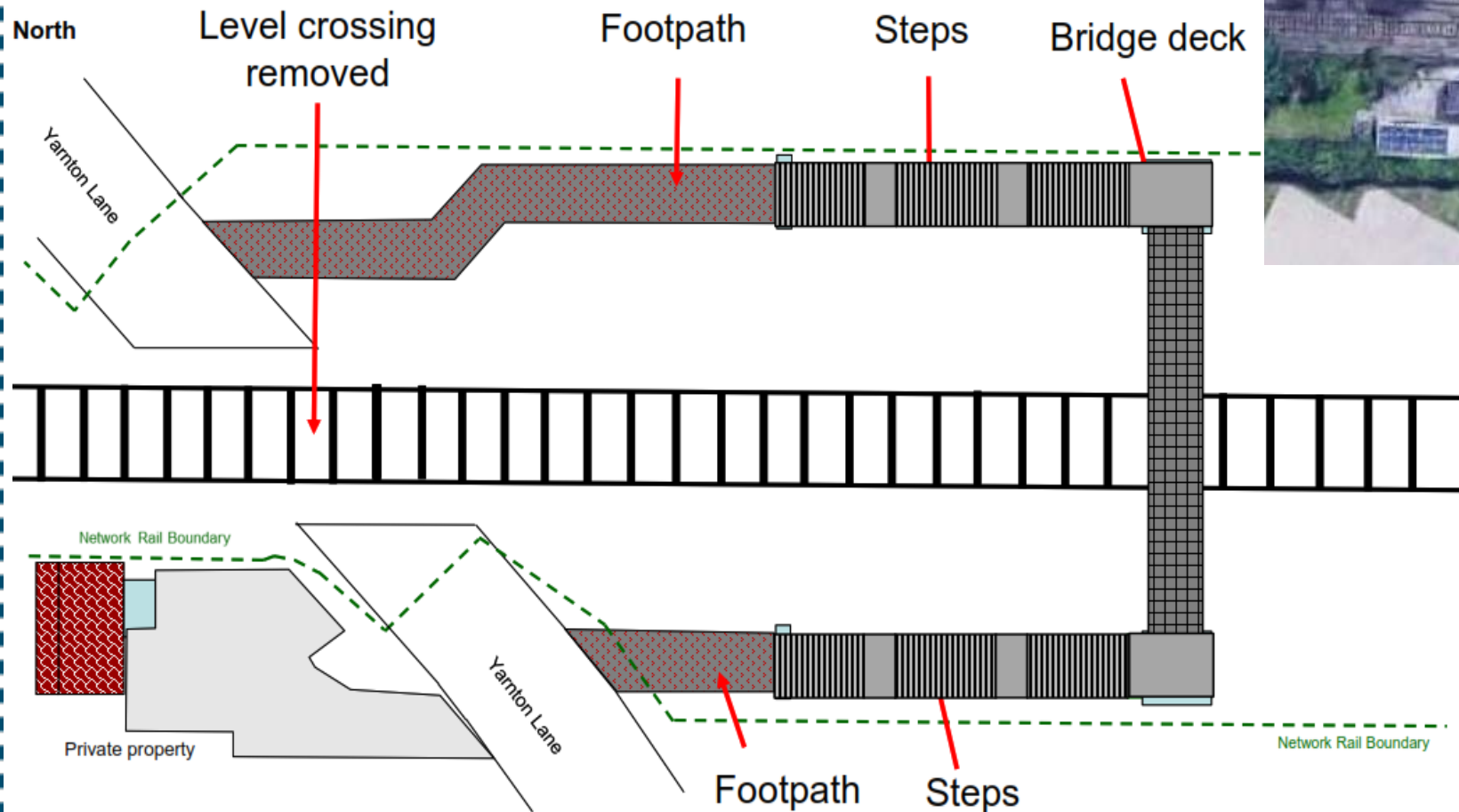


Example of similar stepped only footbridge



Footbridge elevations

# Network Rail's Proposal at Yarnton Lane



# Examples of Bicycle Wheeling Ramps





# Network Rail's Highway Proposal at Yarnton Lane





## Other Options Considered at Yarnton Lane

Other Options	Benefits	Dis-benefits	Reasons to discard
<b>Bridleway MSL crossing</b>	<ul style="list-style-type: none"> <li>Make the crossing available for pedestrians, equestrian users and cyclists only – no vehicles</li> </ul>	<ul style="list-style-type: none"> <li>The level crossing remains open so potential for misuse and safety risk remains</li> </ul>	<ul style="list-style-type: none"> <li>A bridleway MSL crossing would only reduce and not eliminate the risk at the crossing</li> </ul>
<b>User worked crossing for the householder only</b>	<ul style="list-style-type: none"> <li>Make the crossing available for the adjacent householder and the ex-sewage works site owner</li> </ul>	<ul style="list-style-type: none"> <li>The level crossing remains open so potential for misuse and safety risk remains</li> </ul>	<ul style="list-style-type: none"> <li>A user worked crossing would only reduce and not eliminate the risk at the crossing</li> </ul>
<b>Sandy Lane road bridge and Yarnton Lane surfacing</b>	<ul style="list-style-type: none"> <li>Access to fields, ex-sewage works and Yarnton Lane householder is maintained without provision of a new link road to A44</li> <li>Closes Yarnton Lane level crossing</li> </ul>	<ul style="list-style-type: none"> <li>Not aligned with the Local Plan</li> </ul>	<ul style="list-style-type: none"> <li>As Sandy Lane above, this is against the Local Plan and is unlikely to achieve planning consent</li> </ul>

## High-level Programme

- Stakeholder engagement – September to December 2020
- Planning application submission – Spring 2021
- Design and build contract procurement – January to April 2021
- Detailed design phase – May 2021 to March 2022
- Construction phase – March to November 2022
- Level crossing closure – December 2022