



Oxford Corridor Phase 2

Frequently Asked Questions (FAQs)

Status of plans and funding...

What is the funding that has been announced by the Department for Transport (DfT) for? This funding is for the detailed design and enabling works, which will include:

- Work to close level crossings – Yarnton Lane and Sandy Lane
- Work to install three high-speed crossovers at Oxford North Junction
- Submission of Transport and Works Act Order (TWAO) for the Botley Road bridge and station area works
- Submission of application for prior approval and other consents
- Procurement of detailed design with a price option for future delivery (this will be subject to funding for the full business case (FBC))
- Property acquisition to enable Oxford station and Botley Road bridge works
- Delivery of utility diversions, core node re-location and panel signal box demolition

What will the total cost of the project be? The £68 million that was recently announced by DfT is for the detailed design and enabling works. Further funding will be required for the full implementation of the scheme. The Full Business Case (FBC) for the project will be submitted to DfT later in the year, with decision on final funding expected in spring 2022.

Who is funding the project? The project will be mainly funded by the DfT, with a contribution from the Oxfordshire Local Enterprise Partnership (OxLEP) for the highways works to Botley Road Bridge.

When will a decision be made on the next stage of funding? It is currently anticipated that a decision on the funding for full implementation of the project would be taken by the DfT in spring 2022.



What stage of the design process are you at? The scheme is currently at outline design stage. The project will be moving onto the detailed designs later in 2021.

When will you appoint a contractor? We expect a contractor to carry out the work will be appointed by the end of 2021.

Why is this being done before the redevelopment of the main station building? With Oxford already close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail. The delivery of this project to add capacity to the station and improve Botley Road will enable for future works to the main entrance on the east side.

What is happening with the 'Oxford Masterplan' for redeveloping the station? We are working closely with Oxford City and County Council, as well as their partners, on the development of a revised masterplan for the wider station area. This will incorporate additional capacity requirements for future growth in rail, as well as improvements to the wider environment of the station area to help transform the gateway to the city.

Is there a timeline for the 'Oxford Masterplan'? Why is it taking so long? Oxford City Council is leading on the development of the revised masterplan.

If this project is coming before the redevelopment of the main station, how will you ensure the building designs complement each other? We are working closely with Oxford City and County Council, as well as their partners, on the development of the masterplan for the wider station area, so there will be coordination between the two projects.

Why can't the whole station be redeveloped at the same time? As well as there currently only being funding available to do the redevelopment of the western side, it is also vital that infrastructure projects are aligned with the introduction of new services.



With Oxford already close to full capacity, these plans for a new platform and western entrance are key to enabling an increase in passenger services, such as East-West Rail, as well as paving the way for wider station development in the future.

Will there be a chance to comment on these plans? Yes, when the plans are formally submitted to the council through “prior approval” which is a similar process for planning permission. Oxford City Council, as the planning authority, will consult neighbouring properties and invite representations to the proposals.

Plans for Oxford station...

How much disruption will there be at the station during the work? There will be rail closures during the work, with bus replacement services provided. Some of the work will mean trains can’t run south and other parts of the work will mean trains can’t run north. There will also be periods where the line is completely closed at weekends for us to carryout work.

Are there any plans to move the station footbridge to help the flow of pedestrians? There are no plans under this scheme to move the footbridge. Pedestrian flow modelling has been carried out which shows that the new western entrance will relieve capacity on the footbridge. In the long-term future, the proposal will likely be to have a subway running under the whole station meaning all platforms can be accessed from either side of the station to further enhance capacity.

Will this additional platform result in an increase in freight trains travelling through the station? The station works themselves will not directly facilitate any increase in freight trains, but other parts of the Oxford Corridor Phase 2 project will provide capacity for additional freight trains to operate should there be demand for this.



Why do you need to replace Sheepwash bridge? The project will see the creation of a new platform, so the bridge alignment needs to change to accommodate the new line that will be added.

Will there be additional cycle parking outside the new entrance? Yes, we are planning to maximise space for additional cycle storage where possible.

What do these plans mean for electrification? These plans have been futureproofed to allow for electrification to take place as a potential future project.

Why don't you spend this money on electrification instead? Electrification will not provide the additional platform capacity that we need to accommodate a more efficient operation of the station and potential for an increase in services such as East West Rail. The new platform and improved pedestrian flow capacity is vital for that.

There already is a western entrance but the gate is never open anymore. Can you ensure it is opened regularly? The station is operated by GWR, who are responsible for whether it is open or closed. As it is not a proper gate line, it can't be open all the time and there is no revenue protection or formal gateline.

Will there be escalators and/or lifts to help people get from subway onto platforms? There will not be enough space for escalators but there will be a lift to take people up to new platform.

What will you do to minimise additional light and noise generated from the station? We are looking into a number of measures to help reduce light and noise. This includes LED lights on the platforms that dim when nobody is on it and PA systems that direct noise away from residential areas.



Impact on environment...

Who is carrying out your environmental impact assessment? Our Environmental Impact Assessment (EIA) is being carried out by Jacobs who will be writing our environmental statement in our planning submission which will go to Oxford City Council for 'prior approval.'

When will your environmental impact assessment be published? The work is currently ongoing and will be submitted to Oxford City Council as a supporting document, called an environmental statement, with our planning submission for 'prior approval'.

Has an environmental impact assessment been done for previous projects? Some of the previous projects haven't required an environmental impact assessment, but we have learnt a lot from the experience of that work. The size of the site for this work requires us to carry out an environmental impact assessment and we are taking our responsibility seriously.

What will you do to minimise light and noise generated by this work? We are currently carrying out an environmental impact assessment for the work, so potential light and noise pollution will be considered as part of that. Proposed mitigation measures will be detailed in the environmental statement in our planning submission for 'prior approval'.

Will you provide soundproofing fencing for Rewley Road? Most of the work will take place away from that area on the west side of the station, so there are currently no plans for soundproof fencing along Rewley Road as part of this project. Obviously, we can't guarantee there won't be any additional noise as part of this project, but we are currently carrying out an environmental impact assessment to help us mitigate against any major disruption.



How will you manage the amount of work-related traffic, such as delivery lorries, coming into the area? Once we have appointed a contractor for the work, they will be required to produce a traffic management plan for construction traffic. This will be done as part of the next design phase.

Plans to replace Botley Road bridge and improve cycle/footways...

How much disruption will there be on Botley Road? Plans are still being formalised and more information will be available when a delivery contractor is onboard for the works. It is likely that there will be a period of single lane working under Botley Road whilst the works are taking place. A full closure of the road will be required for around 4 to 5 days whilst the main bridge decks are replaced. We are currently in discussions with the council about how best to manage disruption and will provide more information about the work closer to the time.

Why do you need to replace the bridge on Botley Road? The project will see the creation of a new platform, so an additional span will need to be installed to carry the new line over the road. This requires the road to be deepened, with our works increasing the height to facilitate standard height double decker buses.

The current cycle and pedestrian provision is very poor, and a barrier to more sustainable forms of travel such as cycling and walking. We have therefore designed significant improvements in these areas.

We will also be replacing the existing bridge that currently carries the four lines into the station, as well as moving the footbridge due to the carriageways and walkways are becoming wider requiring a longer bridge span. Network Rail are working collaboratively with local partners to incorporate all these improvements into the delivery of our scheme to maximise efficiencies.



Won't the increase in height of Botley Road bridge lead to more lorries using that route? The project is working closely with Oxfordshire County Council who are responsible for the highway.

Why isn't a bus lane being put in under Botley Road bridge? The project has worked collaboratively with Oxford City and Oxfordshire County Councils on the requirements and design of the bridge. An additional bus lane is not being incorporated due to constraints elsewhere on Botley Road. The design is intended to prioritise cyclists and pedestrians.

How wide will the walkway/cycleways under the bridge be? They will be 4m wide on each side and fully segregated from road traffic.

Why aren't the walkway/cycleways under the bridge segregated? The County Council's preference was to not have segregated walkway and cycleway on the north side. The walkways and cycleways will be segregated on the south side.

Will cyclists that use the new cycleway's going under Botley Bridge need to reintegrate with traffic on either side? Cyclists will have the option of either staying on the road to go under the bridge or using the cycleway. If they do use the cycleway, then they will need to reintegrate with traffic.

Will the changes to Botley Road bridge stop the flooding issues that always occur there? As part of the work, new pumps will be installed under the bridge to help reduce the build-up of floodwater.



Plans to realign Roger Dudman Way to join Cripsey Road...

How much disruption will there be on Roger Dudman Way? During the construction period, there will be limitations on vehicle or pedestrian access onto the southern section of Roger Dudman Way. This will also mean the footpath along the Sheepwash channel being closed for periods of time.

An alternative access route will be provided for residents and businesses. We have notified properties that are likely to be impacted by the work and will provide more information about the work, including details of any closures, closer to the time.

When will the work on Roger Dudman Way be complete? Creating the new junction onto Cripsey Road will be the first piece of work that we are planning to do in late 2022.

Will there be a period during the work when people living in Venneit Close won't be able to use Sheepwash bridge on Roger Dudman Way? We are currently finalising plans at the moment, but we think we have found a way that we can replace Sheepwash bridge without closing off access to Venneit Close. An alternative option if we can't get that to work is to look at putting in an alternative route via Walton Well Road.

What will happen to the nursery located on Roger Dudman Way? We are currently in discussions with the nursery about their potential relocation. No decisions have been made at this stage.

What will happen to the youth hostel that is currently next to the station? We are currently in discussions with the Youth Hostel about their potential relocation. No decisions have been made at this stage, albeit they are not incorporated as part of this project.



Lots of people use Roger Dudman Way as a walking/cycling route, will anything be done to help accommodate them? Plans include a pavement for pedestrians as well as full resurfacing of the road which will improve this route for cyclists.

The plans indicate that a large tree will need to be removed to accommodate the re-alignment of Roger Dudman Way to join Cripsey Road. Can this be avoided? Our initial plans indicated that we would need to remove a number of trees from that area. However, after reconsidering the plans, we have potentially found a way that may only require the removal of one tree. Additional trees will be planted as part of the wider project.

How much disruption will there be on Cripsey Road? The project will require the re-alignment of Roger Dudman Way to join Cripsey Road. We will provide more information about the work closer to the time.

Won't these plans cause Cripsey Road to become a drop off area for taxis etc? What will you do to prevent this? There will not be a formal drop off area on Cripsey Road, with the main east side station building still being the only place to do this. We appreciate that measures will need to be put in place to discourage this, so we will work with Oxfordshire County Council on a plan for this.

Will this work impact on the short stay, non-permit parking spaces on Cripsey Road? The project is working to minimise the impact to parking spaces on Cripsey Road. Initial assessments suggest that one space maybe lost,

Can the speed bumps on Roger Dudman Way be permanently removed? Under the plans, we will resurface Roger Dudman Way and install a pavement. We haven't yet looked at whether speed bumps will still be required, so we can consider that as plans develop and will take this feedback onboard.



Impact of plans on Mill Street...

How much disruption will there be on Mill Street? During the construction period, we will need to temporarily stop vehicle and pedestrian access onto the road directly in front of the Westgate Hotel which leads to the rear lane that runs behind properties on Mill Street. We have notified properties that are likely to be impacted by the work and will provide more information about the work closer to the time.

What is the plan for Osney Lane footbridge? We have to make some alterations to the pier of the bridge, meaning it will need to be closed for a period of time. More details of this will be available once the plans are finalised.