

- Target traffic speed 10-15 mph
- Approx road widths 3.1 m (one-way); 6.2 m two-way
- All geometry tracked using 12 metre rigid buses
- No road markings; parking and loading to be controlled using restricted parking zone
- Kerb heights to be finalised; 0 mm at main crossing points; approx 100 - 140 mm at bus boarding/alighting points; up to 50 mm elsewhere
- Detailed design of crossing points to be agreed – may be slightly raised to provide level crossing surface for pedestrians and suggest pedestrian priority
- Landscaping elements will change following consultation feedback
- Materials and other details to be finalised during detailed design

- Delays**
- Both options reduce delays for all road users
 - There is no difference between the two options in terms of their impact on delays

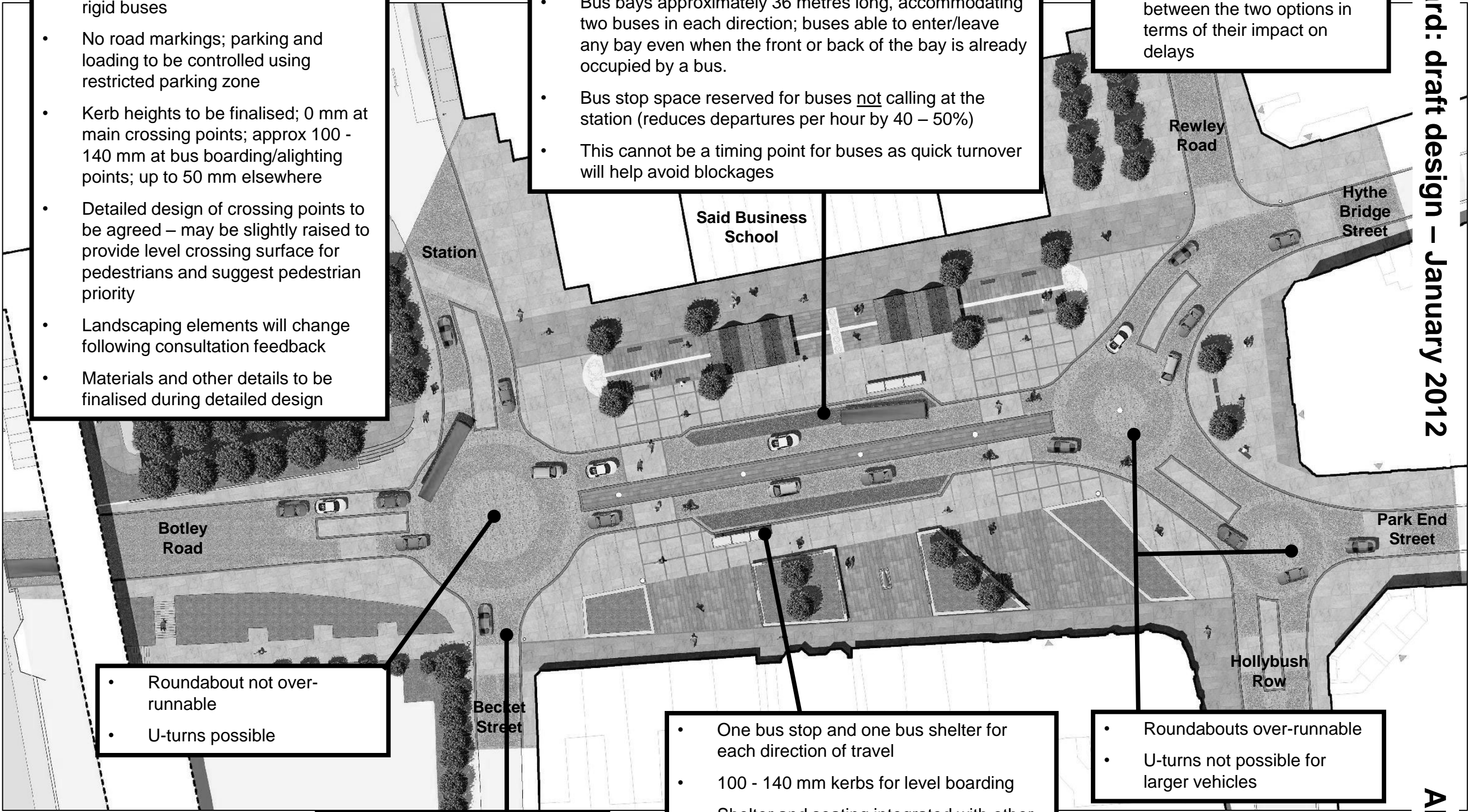
- Bus bays approximately 36 metres long, accommodating two buses in each direction; buses able to enter/leave any bay even when the front or back of the bay is already occupied by a bus.
- Bus stop space reserved for buses not calling at the station (reduces departures per hour by 40 – 50%)
- This cannot be a timing point for buses as quick turnover will help avoid blockages

- Roundabout not over-rollable
- U-turns possible

- Provision made for future 2-way Becket Street (possibly not operating from day one)

- One bus stop and one bus shelter for each direction of travel
- 100 - 140 mm kerbs for level boarding
- Shelter and seating integrated with other landscaping elements where possible

- Roundabouts over-rollable
- U-turns not possible for larger vehicles



- Target traffic speed 10-15 mph
- Approx road widths 3.1 m (one-way); 6.2 m two-way
- All geometry tracked using 12 metre rigid buses
- No road markings; parking and loading to be controlled using restricted parking zone
- Kerb heights to be finalised; 0 mm at main crossing points; approx 100 - 140 mm at bus boarding/alighting points; up to 50 mm elsewhere
- Detailed design of crossing points to be agreed – may be slightly raised to provide level crossing surface for pedestrians and suggest pedestrian priority
- Landscaping elements will change following consultation feedback
- Materials and other details to be finalised during detailed design

- Delays**
- Both options reduce delays for all road users
 - There is no difference between the two options in terms of their impact on delays

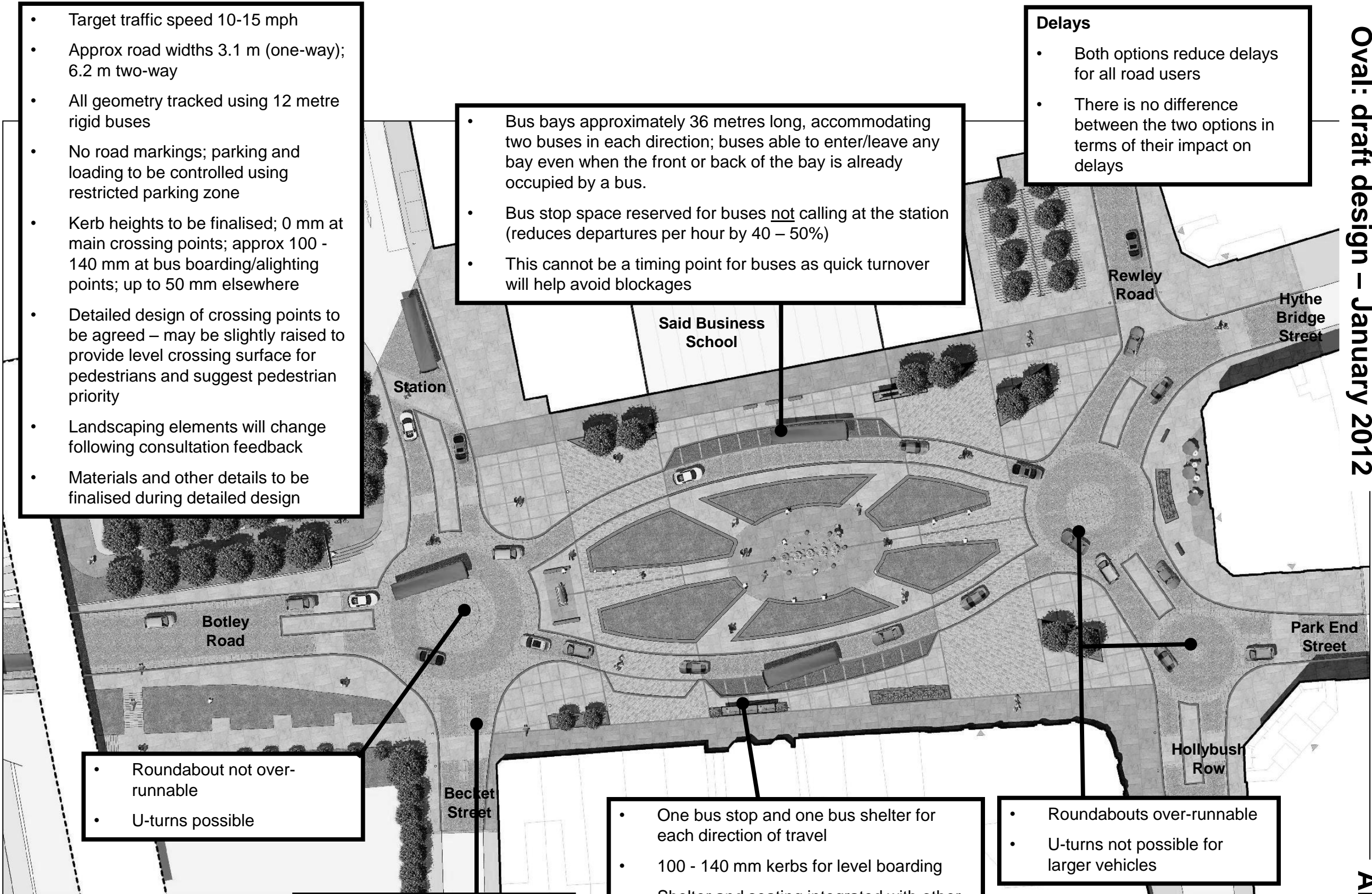
- Bus bays approximately 36 metres long, accommodating two buses in each direction; buses able to enter/leave any bay even when the front or back of the bay is already occupied by a bus.
- Bus stop space reserved for buses not calling at the station (reduces departures per hour by 40 – 50%)
- This cannot be a timing point for buses as quick turnover will help avoid blockages

- Roundabout not over-rollable
- U-turns possible

- Provision made for future 2-way Becket Street (possibly not operating from day one)

- One bus stop and one bus shelter for each direction of travel
- 100 - 140 mm kerbs for level boarding
- Shelter and seating integrated with other landscaping elements where possible

- Roundabouts over-rollable
- U-turns not possible for larger vehicles





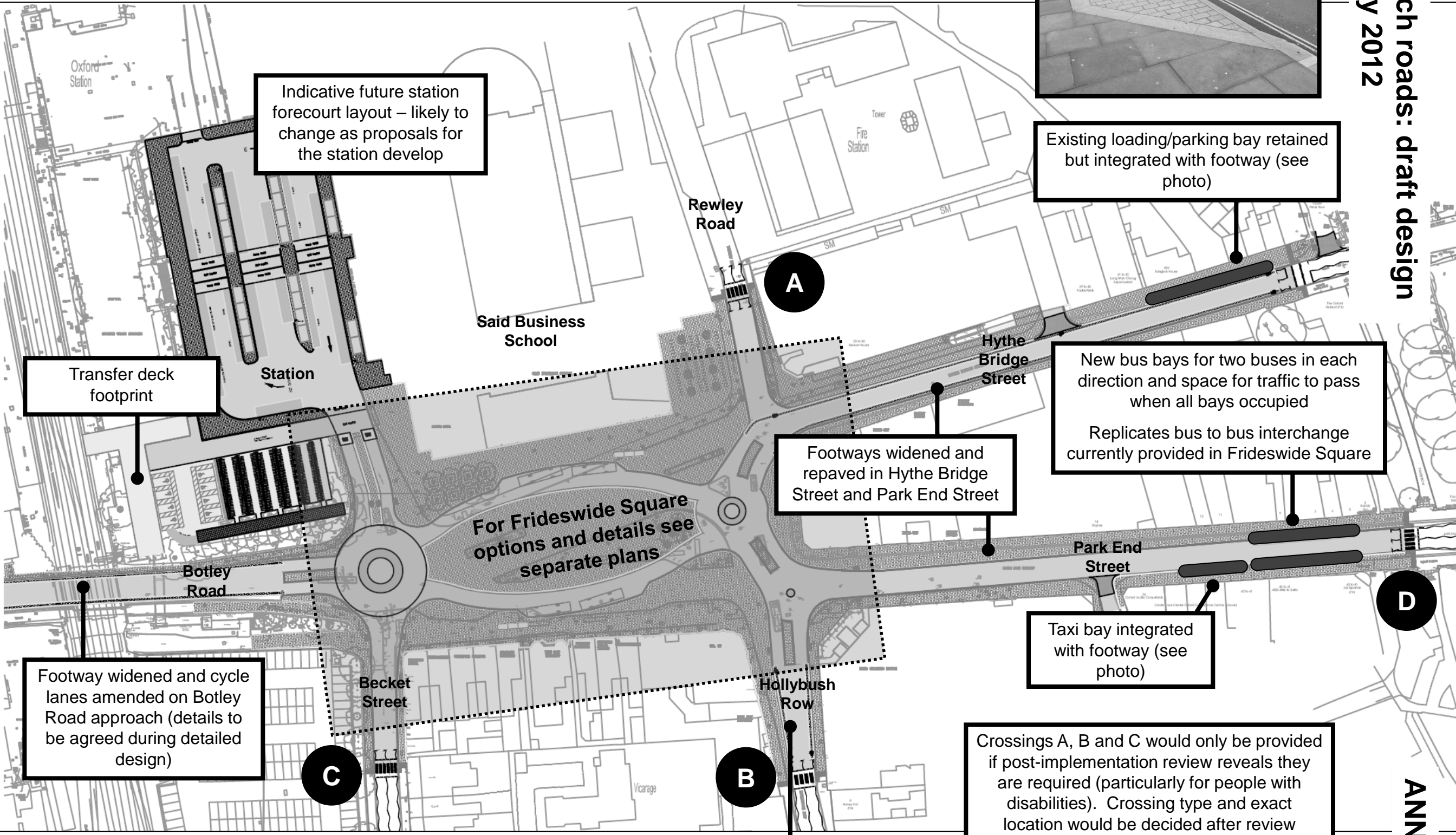
Existing loading/parking bay retained but integrated with footway (see photo)

New bus bays for two buses in each direction and space for traffic to pass when all bays occupied
Replicates bus to bus interchange currently provided in Frideswide Square

Taxi bay integrated with footway (see photo)

Crossings A, B and C would only be provided if post-implementation review reveals they are required (particularly for people with disabilities). Crossing type and exact location would be decided after review period.

Crossing D may be provided in any event to provide continuity of Castle Mill Stream pedestrian route



Indicative future station forecourt layout – likely to change as proposals for the station develop

Transfer deck footprint

Footway widened and cycle lanes amended on Botley Road approach (details to be agreed during detailed design)

Footways widened and repaved in Hythe Bridge Street and Park End Street

Footways widened on Hollybush Row approach

Note: footway works in Hythe Bridge Street and Park End Street are likely to be progressed and funded separately, except immediate tie-ins to Frideswide Square and new bus bays in Park End Street, all of which would be provided as part of Frideswide Square works