

Appendix 3

Overview of Preferred Scheme

Taxis

Proposal: Taxis rank in Frederick Street and Trafalgar Street (under the bridge) before accessing a pick up point in Junction Road.

Link to Consultation: Taxis remain close to the southern station entrance. They are visible, easily accessible, provide passive surveillance (security) benefits and remain close (and so offer cheaper fares) to key destinations. However, they are removed from their current location, enabling enhanced pedestrian links between the station and city and creating space for a new public area. The new public area could contain some cycle parking, some small stalls, a new ticket office and a new pedestrian route to the North Laine. The new arrangement reduces the need for taxis to access the station via Surrey Street, reducing traffic through that area.

Buses

Proposal: Buses remain in their current arrangement. However, the bus area directly in front of the station is better designed and accommodates a quality ticket office that also provides tourist information. The kerb by the Railway Bell is extended to ensure there is plenty of room for bus passengers, pub customers and pedestrians to share the same space. The number 50 bus moves to Junction Road so it no longer sits over in Surrey Street.

Link to Consultation: Broad bus services and location remain unchanged. The Railway Bell bus stop is improved. Buses no longer stand on the western side of Queens Rd, enabling an enhanced pedestrian route and business environment.

Pedestrians

Proposal: Pedestrians have direct access to Queens Road without having to negotiate taxis. In Queens Road footways are widened by around 3 meters on each side. Surrey Street is also narrowed to improve the quality of the street for local residents. Junctions immediately outside the station, and at the Gloucester Road junction, are simplified, and so easier to cross. A new pedestrian link to North Laine is provided (by re-opening a historic station entrance).

Public Space

Proposal: The existing post-war canopy in front of the station is removed and replaced with a smaller canopy that lets more light into the area and enhances rather than hides views of the station building. Removing the canopy, which creates a dark hinterland between the station building and the start of the city, reveals a significant area with potential as a public space.

Link to Consultation: The arrangement enables high-quality pedestrian facilities and an enhanced Queens Road business / Surrey Street residential environment with no impact on wider interchange issues at the station.

Cycling

Proposal: Most cycle parking will be provided at the north of the station. However, some cycle parking will be provided in the area currently occupied by taxis. A cycle contraflow in Queens Road complements Surrey Street in providing access to the southern station entrance for cyclists. Removal of guardrail and other clutter in Queens Road reduces the risk of cycle fly-parking.

Link to Consultation: By setting Queens Road loading bays into the footway, a cycle contraflow can be provided in Queens Road without conflict with deliveries and other necessary vehicle access.

Traffic flow

Proposal: The Queens Road and Surrey Street areas retain their current, gyratory arrangement. Frederick Place and the western ends of Trafalgar Street and Gloucester Road are reversed to enable taxis to rank in Frederick Place. Amendments to the current one-way system in North Laine reduce current amounts of through traffic whilst retaining access in and out of the area for residents and businesses. The northern end of Surrey Street retains its current width to ensure traffic can pass stationary buses and delivery vehicles.

Traffic Restrictions

Proposal: The arrangement can work with or without wider traffic restrictions. Restrictions could include a bus / taxi / cycle gate on Terminus Road between Terminus Street and Guildford Road, enabling

local access but restricting through traffic. Wider restrictions would be introduced to ensure alternate routes through the Seven Dials did not become rat-runs. It is recommended that any decision on traffic restrictions is made after a trial.

Welcome & First Impressions

Proposal: As well as the wider improvements listed above, the welcome and first impression of the station is enhanced by introduction of a glass structure over the western end of Trafalgar Street that people can sit on and look down Trafalgar Street to the Valley Gardens

Northern Gateway

Proposal: Rail replacement buses are relocated to the west of Stroudley Road, using space no longer needed for taxi ranks and enabling footways to be widened on the eastern side. The western arm of the mini roundabout is paved over, creating a better route between the car park and bus stops and the northern entrance.

An additional bus stop is provided for the new number 38 service.

The wider scheme can only be completed once the future of the new cycle parking facility is clarified.
