



THE OXFORD 'PARK AND WALK'
Like Park and Ride, but better
 A new car park accessed straight from the Oxford ring road, but which delivers people close enough to the city to walk everywhere.
 - No need for buses or any other mass transit system.
 - Takes all cars and coaches off the city roads.
 - With its own A34 junction it takes the load off the other interchanges.

The extended Westgate Centre

Opens quarter with potential new railway and bus station

New pedestrian link from the Park and Walk to Westgate

Oxford Park and Walk: A new car park at the end of Osney Mead.
Capacity approx. 3000 plus provision for all coaches within easy walking distance of the Westgate and city centre
 On brownfield land with no new impact on floodplain or Green Belt

New link road from the A34 to Osney Mead, serving the Park and Walk, with a branch for traffic to Osney Mead currently using the Botley Road. The new road will be elevated 3m above the floodplain.

Two existing A34 junctions serving North and South Hinksey combined in single junction which also serves the new link to the city centre.
 Work carried out at the same time as the A34 widening.

This will remove the need for 3000 Park and Ride spaces in the Green Belt :

- existing city car parks can be allocated for local businesses,
- existing city roads will be less congested,
- the centre can be fully pedestrianised,
- all visitors by car and coach are kept off city roads.

No.	REVISION	DATE
1	Drawn by AJ	First issued 24.07.12

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 Any discrepancies must be reported to the architect
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PROJECT	Oxford Transport Vision
DRAWING	OXFORD PARK AND WALK: Strategy plan
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