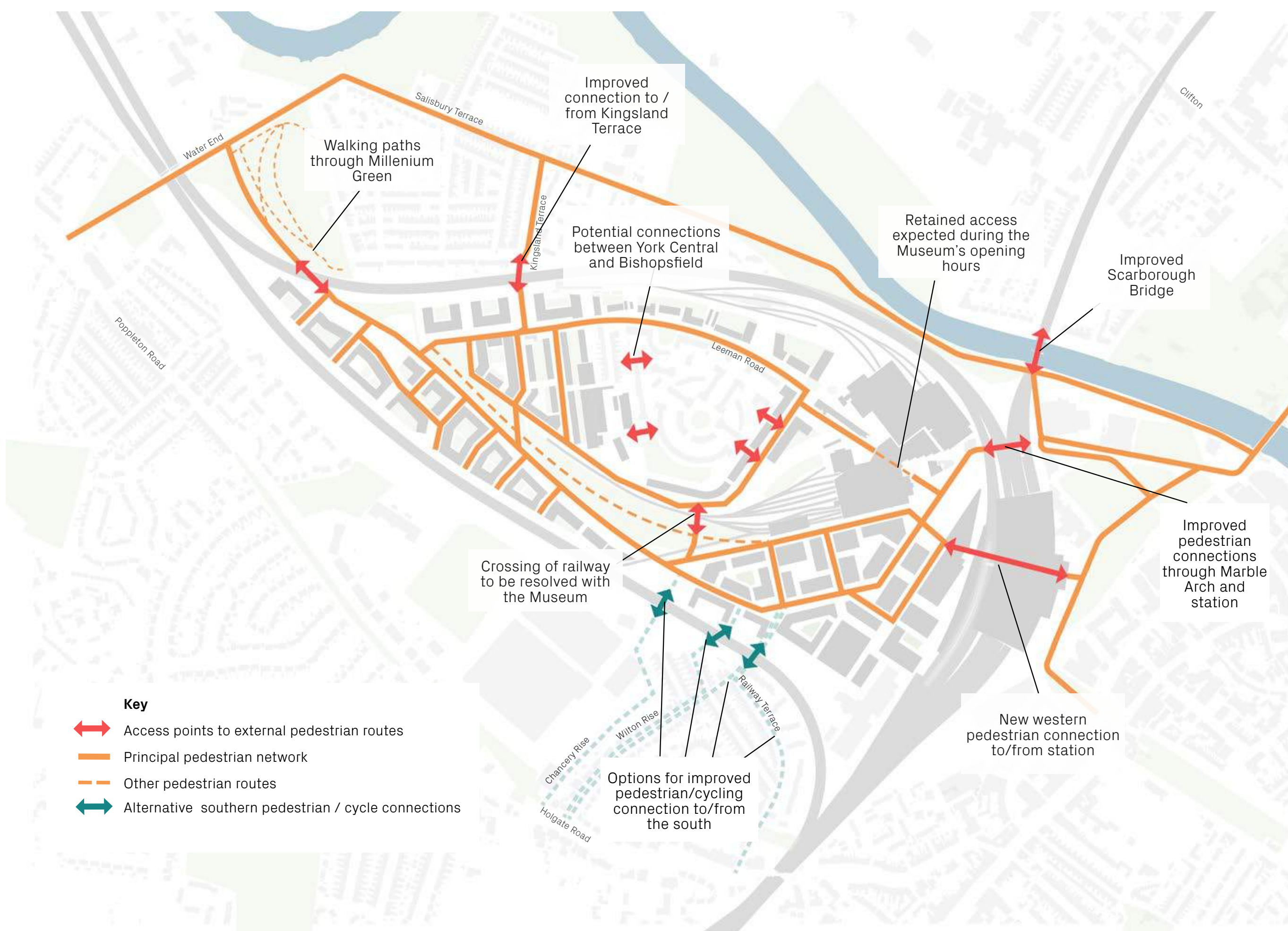


# Movement

## Overarching approach

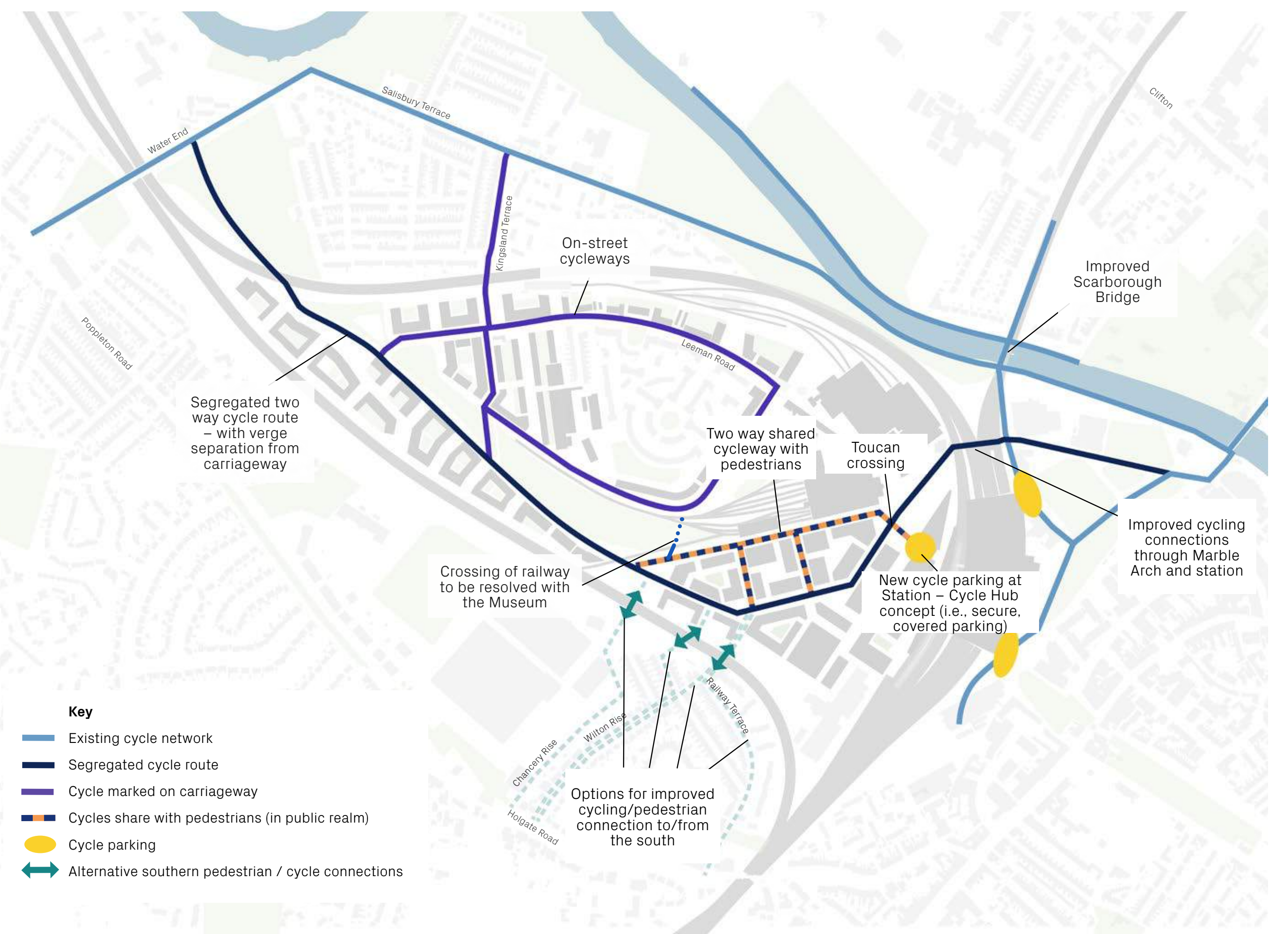
Join the conversation  
"Please let us have your views about our proposals for improved connections and accessibility."

The emerging masterplan seeks to create a set of principles for sustainable movement across the site, giving priority for those with disabilities, pedestrians and cyclists.



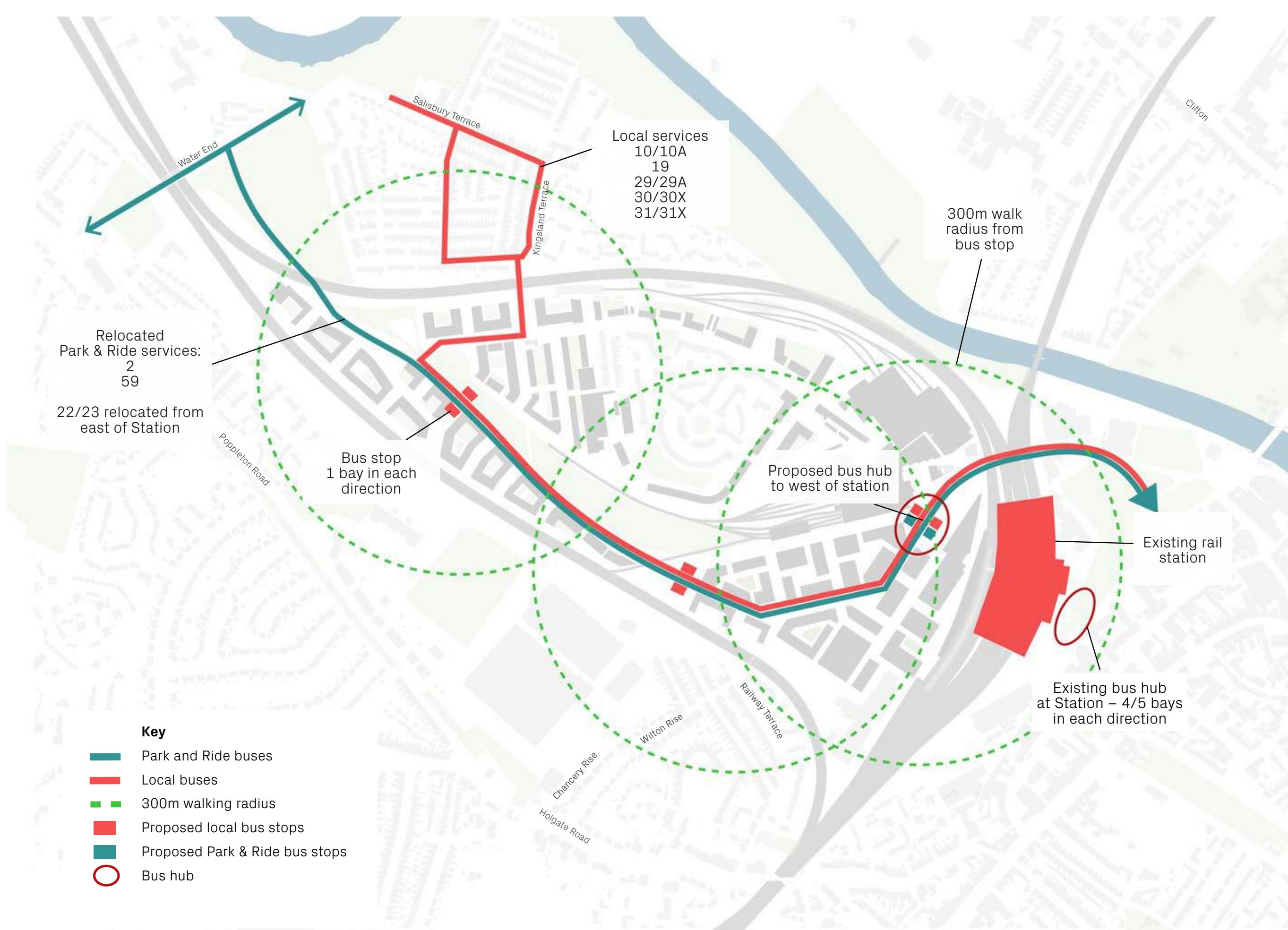
### Pedestrian strategy

- Dedicated footways on local streets, with footpaths through park.
- Accessible level changes, clearly delineated pedestrian routes and crossings.
- New or improved pedestrian & cycle connectivity to the south.
- Potential for segregated pedestrian use of part of Marble Arch.
- Opportunities to improve connections with St Peter's Quarter.
- Pedestrian access through the Museum during opening hours.
- Improved connections to existing pedestrian routes.



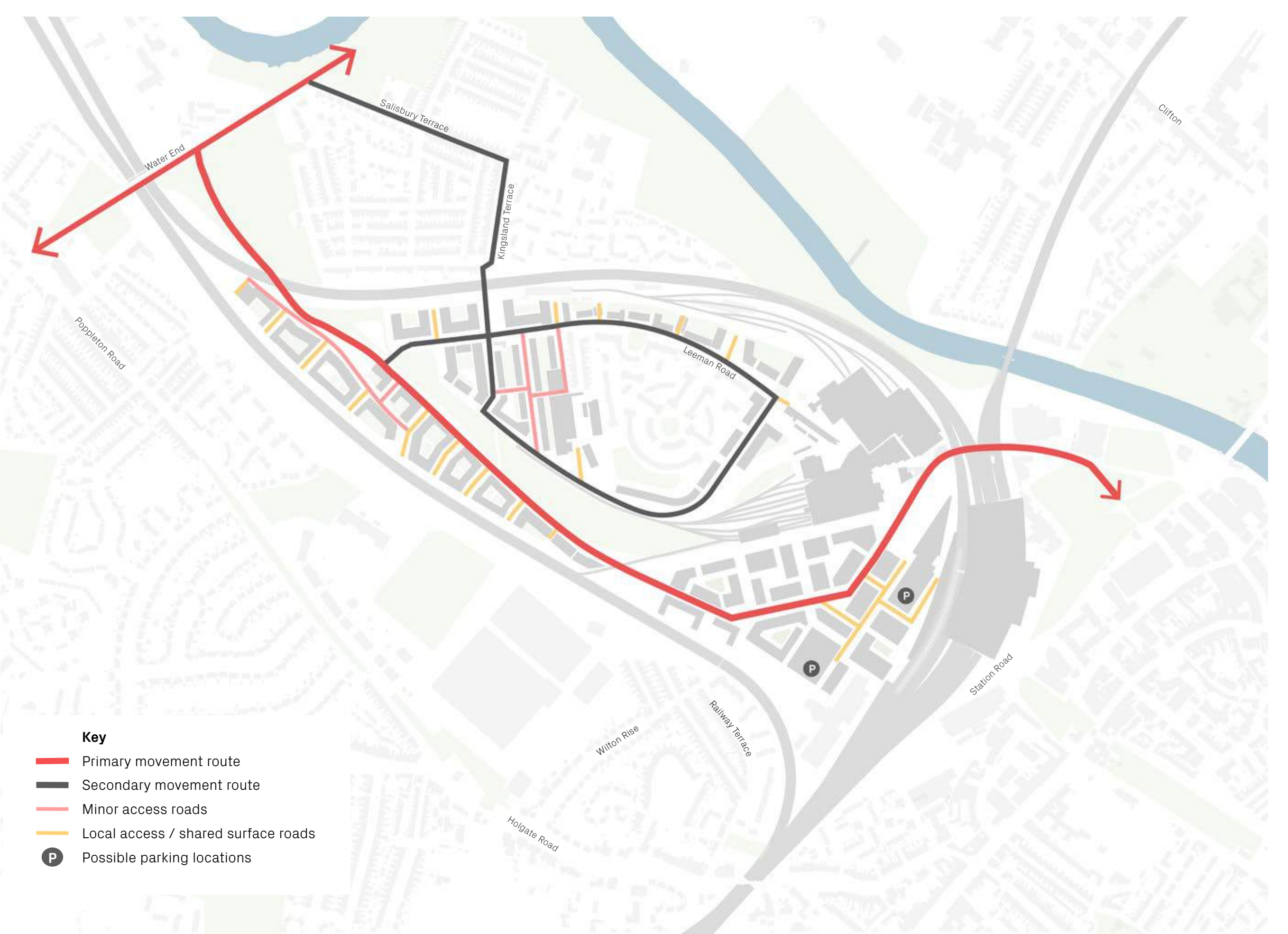
### Cycling strategy

- Two-way segregated cycle route along the length of new western access route.
- New or improved cycle connection to the south.
- Segregated cycleway through Leeman Road tunnel.
- Other local on-street connections.
- Increased volume of cycle parking.



### Public transport and taxi strategy

- Potential for Park & Ride services to run from Water End to the station and city.
- Bus shelters and taxi/private car drop-off at the west side of the station to complement existing bus and taxi hub to the east of the station.
- Local bus services could run through the site with regular stops.



### Vehicle strategy

- New western access from Water End through to Leeman tunnel.
- Potential for bus gate to manage vehicle flows at certain times is under review and being modelled.
- Local play streets for children where possible.
- Parking provision based on low car usage.
- Disabled parking provision.
- Commercial, station and Museum car parking in efficient multi-storey format.
- Reduced traffic flows through Salisbury Terrace.