

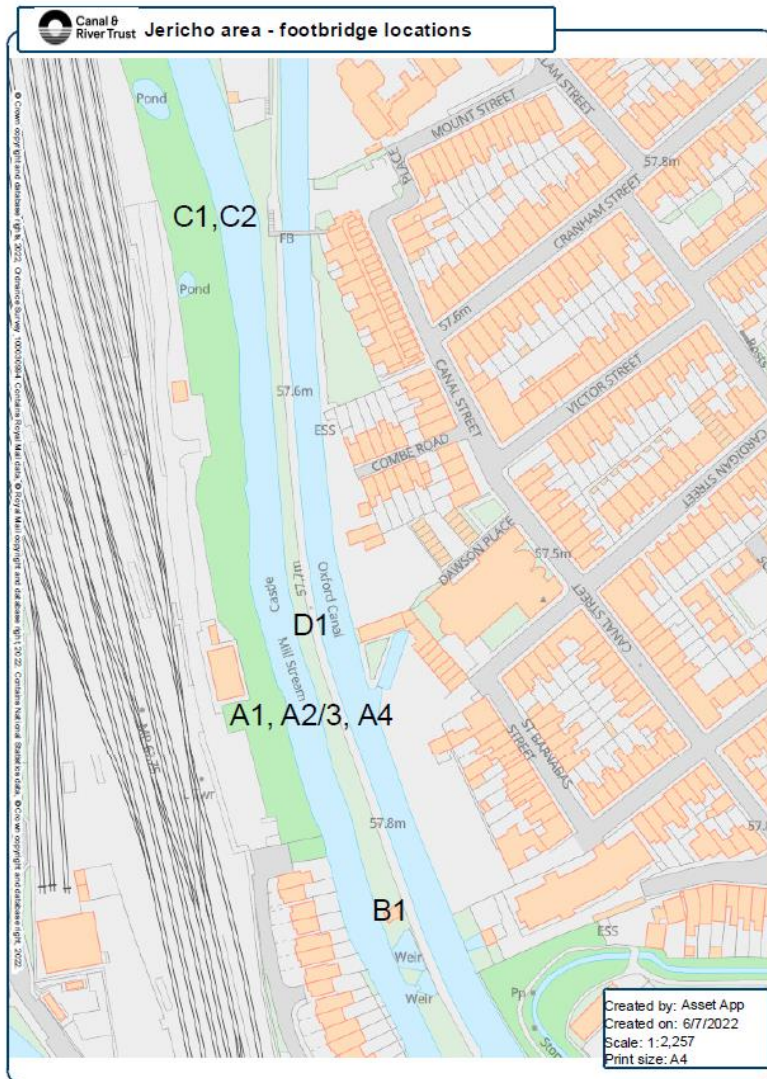
07/06/22 - Canal & River Trust requirements relating to navigational safety for proposed footbridge crossings over the Oxford Canal in the Jericho area of Oxford.

Please see below for the Canal & River Trust's (the Trust's) requirements relating to navigational safety only, for footbridges at a number of proposed locations in the Jericho area of Oxford. These have been developed following consultation with Jericho Wharf Trust and have been published in the interests of transparency, and for the benefit of other interested parties.

Please note that the information contained in this note does not represent the Trust's full and final comments on any footbridge proposal and does not constitute the Trust's approval of bridges at any of the proposed locations. It purely confirms the Trust's acceptance criteria from a navigational safety perspective only. The Trust reserves the right to comment on, accept or reject any other aspect of any bridge proposal including appearance, form, function, environmental impact etc.

The Trust would expect the promoter of any bridge crossing to include the information provided in this note as part of a wider engagement process with the City Council, the developer, and other relevant bodies such as the Environment Agency, over the viability of what is proposed, to "firm up" what is realistically deliverable. Once this engagement is complete, The Trust would be happy to meet to discuss any bridge proposal further with all relevant parties.

Proposed Bridges and Trust comments



Approximate locations of proposed bridges

C1 – Existing Mount Place bridge – addition of accessible ramps in Mount Place and towpath side of canal

Trust comments – acceptable on navigational safety grounds, assuming no changes to the existing span over the navigation other than the addition of accessible ramps

C2 – Existing Mount Place bridge – addition of accessible ramps to rear of Whitworth Place (Canal Street) and towpath side of canal

Trust comments – acceptable on navigational safety grounds, assuming no changes to the existing span over the navigation of the existing bridge at C1 other than the addition of accessible ramps, although the Trust would not permit this design due to the adverse impact on its existing commercial agreements

D1 – New fixed bridge spanning canal and towpath, located at southern end of proposed boatyard building

Trust comments – acceptable on navigational safety grounds, subject to the following constraints...

Navigation constraints – minimum of 3.0m clearance above normal water level across the full width of the canal.

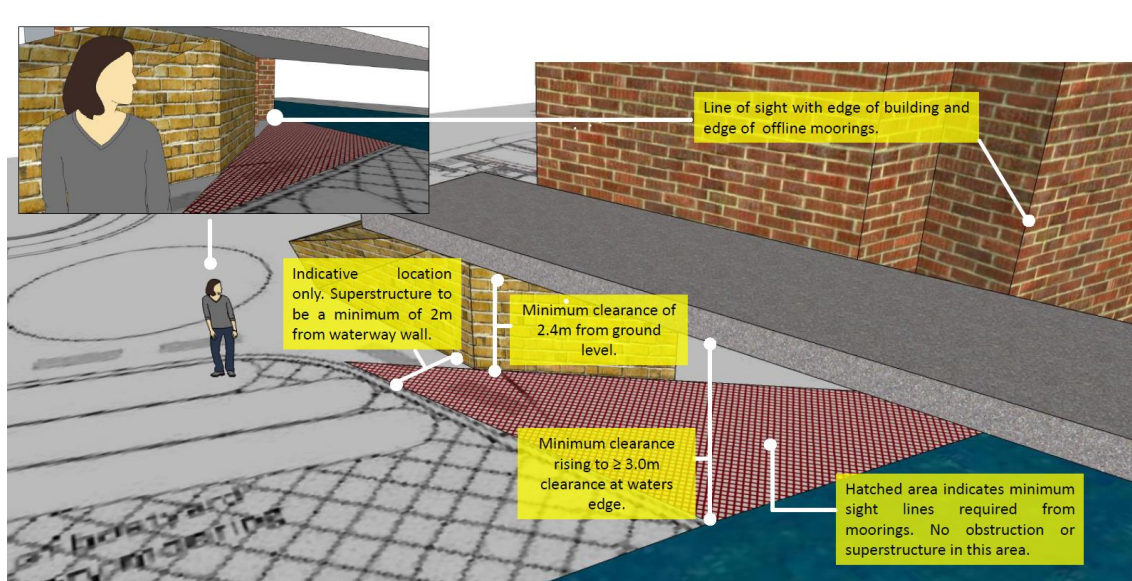
Towpath side constraints – bridge abutments to be positioned to the rear of the towpath, minimum headroom to be 2.7m over full width of towpath from water's edge to face of abutment. No building out into the existing channel.

A1 – New fixed bridge with stepped approaches, spanning the canal and towpath, located at the southern end of the proposed boatyard

A2/3 – New fixed bridge with ramped approaches, spanning the canal and towpath, located at the southern end of the proposed boatyard

Trust comments - acceptable on navigational safety grounds subject to the following constraints:

Canal offside constraints – as per the sketch below



Navigation constraints – minimum of 3.0m clearance above normal water level across full width of canal.

Towpath side constraints – bridge abutments to be positioned to the rear of the towpath, minimum headroom to be 2.7m over full width of towpath from water's edge to face of abutment. No building out into the existing channel.

A4 – New moving bridge, spanning the canal and towpath just above water level, located at the southern end of the proposed boatyard

Trust comments - not acceptable on navigational safety grounds.

B1 – New moving bridge, spanning the canal and towpath just above water level, located in line with the continuation of Great Clarendon Street

Trust comments– may not be acceptable on navigational safety grounds – would need further investigation as the Trust has not received a detailed proposal for a bridge at this location.

Note on bridge construction sequencing – Bridges A1 and C1

In addition to the information above, it is unusual for the Trust to consent to a stepped bridge (A1) due to it not providing an inclusive crossing point. Therefore, the Trust would only be able to accept this bridge subject to the following additional conditions

1. Bridge A1 to be provided in conjunction with the proposed accessible ramping of bridge C1
2. The works to bridge C1 are to be complete and open to the public before commencing with the construction of bridge A1

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Canal & River Trust

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