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Transport and Works Act 1992

**The Transport and Works (Applications and Objections Procedure)
(England and Wales) Rules 2006**

The Network Rail (Tackley Level Crossing) Order

Consultation Report

(Required by Rule 10(2)(d))

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1. Introduction

1.1. Background

- 1.1.1. Network Rail Infrastructure Limited ('Network Rail') is making an application to the Secretary of State for Transport for an order under the Transport and Works Act 1992 ('TWA'). The proposed order is termed The Network Rail (Tackley Level Crossing) Order ('the Order'). The Order is being sought as part of the Tackley Level Crossing Scheme ('the Scheme') that is to be designed and delivered within Network Rail's broader Oxfordshire Connect programme ("the Wider Programme") of improvements to the railway.
- 1.1.2. The Order, if made, would enable Network Rail to acquire land and rights in land compulsorily and to use land temporarily in connection with the works and operations incidental or ancillary to the Scheme (detailed below) including construction compounds. The Order provides for the closure of Tackley level crossing, the permanent closure of a public right of way, designation of a new bridleway and the re-designation of the existing footpath to the south of Tackley.
- 1.1.3. The Wider Programme, in addition to the closure of Tackley level crossing, includes plans for the closure of Sandy Lane and Yarnton Lane level crossings, also in Oxfordshire. It was initially intended that aspects of the Wider Programme would be authorised concurrently in the Order. The consultation process with all the relevant stakeholders and the public was held in-line with DfT guidelines on this Wider Programme basis. However, Network Rail will no longer be pursuing the closure of Sandy Lane and Yarnton Lane level crossings under this Order and instead the Order only relates to the closure of Tackley level crossing and the associated development (as further outlined in the paragraph above) For the avoidance of doubt, Network Rail still intends to close the crossings at Sandy Lane and Yarnton Lane so as to implement the Wider Programme, but this will be done at a later time.
- 1.1.4. As consultation activities were planned for the whole Wider Programme, with the closure of all three level crossings, this will often be reflected in this document. Members of the public were informed about all three closures, even though, in practice, interest was mostly limited to crossings in their own area. Statutory stakeholders and other interested parties would often respond to all three proposals, not just the ones at Tackley. Throughout this report, there will be mentions of Sandy Lane and Yarnton Lane level crossings and the consultation that was held with stakeholders and the public with regards to their potential closure.
- 1.1.5. Although the proposals have been reduced since the consultation, no new elements have been included.
- 1.1.6. Together with the application for the Order, Network Rail will use permitted development under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 for the works required to construct a footbridge with lifts, as well as a new bridleway to the south of Tackley station, running to the west of the railway and to upgrade part of existing footpath 379/16/20 in order to re-designate it as a bridleway. Certain other works related to the project will be permitted under Network

Rail's Permitted Development rights under the Town and Country Planning (General Permitted Development) (GPDO) (England) Order 2015.

1.2. Purpose of the Consultation Report

- 1.2.1. This report summarises the consultation and engagement undertaken by Network Rail in relation to the Scheme as part of the Wider Programme and has been prepared in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 ('the TWAO Rules 2006'), which states: "a report summarising the consultations that have been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables, or if not, an explanation of why not"

1.3. Structure of the Report

- 1.3.1. The structure of the consultation report is as follows:
- Section 2: sets out description of the proposed closure, as well as the associated works (**Scheme**), its benefits, the physical works and the proposed consenting approach for the elements that make up the Scheme;
 - Section 3: sets out the consents required for the different elements of the Scheme, the related legislation and the accompanying guidance on consultation and engagement (both statutory and non-statutory);
 - Section 4: based on the legislation and accompanying guidance set out in Section 3, this section sets out the strategy for consultation and engagement and how this addressed the requirements of the consenting processes;
 - Section 5: sets out the requirements and consultation undertaken with those stakeholders identified in Schedules 5 and 6 of the TWAO Rules 2006;
 - Section 6: sets out the requirements and consultation undertaken with the owners of land directly affected by the proposals within the Order including tenants, occupiers, and parties with private rights of way;
 - Section 7: addresses the consultation and engagement with other strategic stakeholders such as the DfT and local councillors;
 - Section 8: sets out the Public Consultation undertaken in June – July 2023, the key broad themes identified and the Scheme's response to same; and
 - Section 9: provides a conclusion on the overall consultation and engagement undertaken.

2. The Scheme

- 2.1.1. As mentioned above, the Order is being sought as part of the Scheme that is to be designed and delivered within the Wider Programme - Network Rail's broader Oxfordshire Connect programme of improvements to the railway.
- 2.1.2. The Scheme comprises:
- the closure of the level crossing at Tackley;
 - the stopping up of bridleway 379/2/10 at the point where it crosses the railway and the creation of a new bridleway to the south, running alongside the railway until it joins up with the existing byway 379/25/10. The existing bridleway (379/2/10) is to be maintained as a cul-de-sac;
 - to maintain Tackley station access, the creation of footbridge with lifts will be installed on Network Rail's land
- 2.1.3. The Order includes powers in relation to the land required for the new bridleway, but its construction is permitted as permitted development under Part 18 of Schedule 2 to the Town and Country Planning Act (General Permitted Development) (England) Order 2015 ("the GDPO").
- 2.1.4. Similarly, the new footbridge at Tackley station is permitted as permitted development under Part 18 of Schedule 2 to the GDPO..
- 2.1.5. The Order is necessary to deliver the closure and ensure that Network Rail have the necessary land and interests to facilitate the Scheme.

2.2. Benefits of the Scheme

- 2.2.1. The level crossing at Tackley has been identified as one of the highest risk crossings on the Western Route and there has been discussion about closing it for some time, with initial discussions dating back to 1999.
- 2.2.2. Due to its high risk, Tackley level crossing has been closed under emergency measures (a Temporary Traffic Regulation Order (TTRO)) since April 2020. However, the Oxfordshire Connect programme (formerly Oxford Phase 2) will allow an increase in capacity and journey flexibility on the line, with an additional two freight train paths per hour (with the main aim being to increase the frequency of freight trains running from Southampton to the Midlands and the North via the railway). As such, Network Rail requires permanent closure of Tackley level crossing to reduce risk, prevent misuse, and improve safety for everyone. The aim is to have the level crossing shut permanently by the end of 2024.
- 2.2.3. The consultation explained the twin benefits of the Scheme as part of the Wider Programme. First, the Wider Programme involves a series of improvements to signalling, stations, and the railway itself to increase capacity and journey flexibility. This will introduce the possibility of an additional two freight train paths per hour.
- 2.2.4. The increased capacity of the railway will signify greater opportunities for economic growth, lowering carbon emission as lorries are replaced by trains, and increasing capacity for passenger services between Oxford and Birmingham, relieving a congested line.

- 2.2.5. The second benefit of the Wider Programme is the increased safety for users of the Tackley, Sandy Lane and Yarnton Lane level crossings. All three level crossings have seen many incidents and near misses including fatalities, with Tackley Level Crossing closed under emergency measures in April 2020. Closing the level crossings and providing a safe way to cross the railway will drastically reduce the risk for users. The consultation set out the specific safety benefits of the closure of the Tackley level crossing, to be secured by the Scheme.

2.3. The consenting approach

- 2.3.1. The Scheme works required in relation to the proposed closure and its replacement with a footbridge with lifts, including creation of a new bridleway to the west of the railway and provision of construction compounds, will be authorised through the utilisation of permitted development rights under the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO).
- 2.3.2. As such, the Order is intended to authorise only a limited range of matters associated with the delivery of the Scheme including:
- the closure of a level crossing;
 - the temporary stopping up of streets;
 - the extinguishment and re-designation of rights of way;
 - the extinguishment of private rights;
 - the compulsory acquisition of land and rights; and
 - the temporary possession and/or use of land during construction of the Scheme.
- 2.3.3. All consultation undertaken in connection with the Scheme (within the Wider Programme) was carried out on a holistic basis – the proposals were consulted on together, regardless of whether they were to be authorised by the Order or by the GPDO, to avoid confusion amongst stakeholders.

3. Consent for the Scheme and Related Consultation/Engagement Requirements

- 3.1.1. The Consultation and Engagement Strategy for the Scheme (as part of the Wider Programme) has been developed in line with the required consents and their accompanying legislation as set out below.

3.2. Compulsory Acquisition of Land and Rights as part of the Order

- 3.2.1. The Order, if made, would authorise Network Rail to acquire compulsorily land and rights to:
- use any land for the purposes of the Scheme or for any other purposes that are ancillary to Network Rail's statutory undertaking;
 - occupy land on a temporary basis for access, construction works and/or maintenance works;

- close the existing Public Right of Way at Tackley level crossing;
 - to re-designate the existing footpath running to the west of the railway as a bridleway; and
 - to create a new bridleway to the west of the railway.
- 3.2.2. Consultation and engagement with affected landowners in relation to the acquisition of land and rights (temporary and permanent) required for the Scheme has been undertaken in line with the guidance set out in the TWAO Rules 2006.

3.3. Pre-Application Consultation and Engagement as part of the Town and Country Planning process

National Guidance

- 3.3.1. As the Scheme includes the upgrade of an existing footpath, its re-designation as a bridleway and creation of a new bridleway, pre-application engagement has been undertaken in line with the national guidance provided by the NPPF July 2021 and the accompanying National Planning Practice Guidance (PPG).
- 3.3.2. The PPG recognises that the parties involved at the pre-application stage will vary on a case-by-case basis, and the level of engagement ‘needs to be proportionate to the nature and scale of a proposed development.
- 3.3.3. The PPG identifies the following stakeholders as part of the pre-application engagement process:
- The local planning authority;
 - Statutory and non-statutory consultees;
 - Elected members; and
 - Local people

Local Planning Guidance

- 3.3.4. Pre-application engagement with the community is also encouraged as part of the PPG where it will add value to the process and the outcome.
- 3.3.5. Network Rail has been in discussions with the local planning authority of West Oxfordshire District Council and has developed designs and plans for the Scheme in line with their policy. Network Rail has kept in regular contact with the Local Planning Authority with monthly briefings. This is further discussed in Section 5.2. below.

Wider pre-application Consultation as part of the TWAO process

- 3.3.6. Rule 10(2)(d) of the TWAO 2006 Rules requires a report summarising all the consultations that have been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables or, if not, an explanation of why not.

3.4. Environmental Impact Assessment

Environmental Impact Assessment (EIA) as part of the TWAO process

- 3.4.1. Network Rail followed the EIA Screening Opinion process in April 2023 for the Scheme, which at the outset contained wider powers, including in relation to Sandy Lane level crossing and Yarnton level crossing and their proposed closure.
- 3.4.2. It was determined that the Scheme (including the proposed closure and replacement of Sandy Lane level crossing and Yarnton level crossing) is not EIA development.
- 3.4.3. Network Rail will follow all guidance supplied as part of the EIA screening process, undertaking surveys as necessary.

4. Stakeholder Consultation and Engagement Strategy

- 4.1.1. The consultation and engagement strategy for the Scheme (as part of the Wider Programme) has been developed in line with the required consents and their accompanying legislation as set out in Section 3 above.
- 4.1.2. The Strategy identified the likely stakeholders with a stake in the Scheme and the statutory requirements for consultation or non-statutory engagement related to the relevant authorisations. These were categorised as follows:
- Statutory consultees (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992) as well as best practice guidance including the DfT 'A Guide to TWA Procedures';
 - Landowners potentially affected by the Order (including tenants, occupiers, and parties with private rights of way);
 - Strategic stakeholders (Department of Transport (Transport Infrastructure Planning Unit), and Local Councillors; and
 - Local interest groups, rail users and the wider public.
- 4.1.3. Statutory consultees for works where powers are not being sought to be authorised under the Order were also consulted and engaged in a similar manner. These related to applications for prior approval under The Town and Country Planning (General Permitted Development) (England) Order 2015 and as part of the Environmental Impact Assessment

process under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

- 4.1.4. Due to the Wider Programme spanning two principal locations, Tackley and Yarnton/Kidlington, most of the consultation was similarly divided between these two locations. Consultations would occur on one hand with stakeholders in Tackley and West Oxfordshire and on the other hand in the Yarnton and Kidlington parishes of Cherwell.

4.2. Summary of Consultation and Engagement undertaken to date

- 4.2.1. Consultation and engagement have been undertaken via face-to-face meetings, site meetings, digital presentations, and written correspondence, to provide current information about the Scheme with details of information available on the Scheme webpage and contact details to provide feedback or discuss in further detail with the Consultation Manager and Consents Manager.
- 4.2.2. A Public Consultation was also held between 5 June and 17 July 2023, featuring 5 in-person drop-in events in the local communities.

5. Statutory Consultees

- 5.1.1. Table 1 below sets out all groups and organisations for the Scheme that must be served or notified under either Schedule 5 or Schedule 6 of the TWA0 Rules 2006 (known as Schedule 5 or 6 consultees). Network Rail has termed these 'statutory consultees' for the purposes of consultation. Network Rail has determined in line with Rule 13 of the TWA0 Rules 2006 that every local authority affected should also be consulted.
- 5.1.2. Appendices A and B of this report provides a summary of the various relevant categories of statutory consultees under Schedules 5 and 6 of the TWA0 Rules 2006, who are entitled to receive a copy of the application documents or to be served with notice of the making of the application.
- 5.1.3. Appendices A and B also contain consultees which are not considered relevant with a justification for this provided. However where not directly relevant, engagement has been carried out with some of these stakeholders to raise awareness of the Scheme and have been provided with opportunities to provide responses. The consultees considered relevant to the Scheme are summarised in Table 1 below.
- 5.1.4. The approach to consulting each of the identified Statutory Consultees is set out below.

TABLE 1 - RELEVANT STATUTORY CONSULTEES UNDER THE TWA0 RULES 2006 INCLUDING SCHEDULES 5 AND 6 OF SAME

TWA0 Rules 2006 or Schedule Item	Consultees	List of Consultees considered relevant to the Scheme
Rule 13 of the TWA0 Rules 2006	Every local authority in whose area a transport system is to be situated	<ul style="list-style-type: none"> West Oxfordshire District Council Oxfordshire County Council

Schedule 5 (Item 2 of the TWAO Rules 2006)	The Environment Agency was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2 (i.e. works affecting the banks or the bed of, or the subsoil beneath a river)	
Schedule 5 (Items 9 and 11) of the TWAO Rules 2006	Relevant Highway Authorities	<ul style="list-style-type: none"> • Oxfordshire County Council
Schedule 5 (Item 10) of the TWAO Rules 2006	Every Parish or Community Council in whose are the relevant way or track is	<ul style="list-style-type: none"> • Tackley Parish Council • Auto-cycle Union • British Horse Society • The Byways and Bridleways Trust • The Open Spaces Society • The Ramblers' Association • The British Driving Society • Cyclists' Touring Club
Schedule 5 (Item 12) of the TWAO Rules 2006	The Relevant Statutory Undertakers	<ul style="list-style-type: none"> • National Grid PLC • Southern Electric Power Distribution PLC • ROC Energy Limited • Gigaclear Limited • CityFibre Limited • Lumen Technologies UK Limited • SGN Limited • Thames Water Limited • Virgin Media Limited • British Telecommunications PLC • Vodafone Limited
Schedule 5 (Item 13) of the TWAO Rules 2006	The Coal Authority was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2 (i.e. works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority)	
Schedule 5 (Items 14, 15, and 16) of the TWAO Rules 2006	Historic England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2.	
Schedule 5 (Item 17) of the TWAO Rules 2006	Natural England was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2.	
Schedule 5 (Item 23) of the TWAO Rules 2006	Transport Focus was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2.	
Schedule 5 (Item 24) of the TWAO Rules 2006	Office of Road and Rail was consulted on a precautionary, good practice basis. The Order does not seek authority for the relevant matters listed in column 2.	

Schedule 6 (Item 6) of the TWAO Rules 2006	The Secretary of State for Transport and Oxfordshire County Council	
Schedule 6 (Item 7) of the TWAO Rules 2006	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	See Section 6 of this report
Schedule 6 (Item 12) of the TWAO Rules 2006	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land	See Section 6 of this report
Schedule 6 (Item 16) of the TWAO Rules 2006	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	None identified at the point of publishing this document

- 5.1.5. Additional non-statutory consultees were also garnered from Annex 4 of DfT 'A guide to TWA Procedures' as set out in Table 2 below.

TABLE 2 – ANNEX 4 OF DfT 'A GUIDE TO TWA PROCEDURES'

Non-Statutory Consultees	
Annex 4 of DfT 'A guide to TWA Procedures' (Item 1)	Transport Focus
Annex 4 of DfT 'A guide to TWA Procedures' (Item 7)	National Farmers Union

5.2. Local Planning Authority

- 5.2.1. The Local Planning Authority for the Scheme is West Oxfordshire District Council.
- 5.2.2. Network Rail has been continuously engaging with West Oxfordshire District Council since 2019, as part of the earlier process of the emergency closure of Tackley level crossing and the installation of the temporary footbridge at the station.

- 5.2.3. West Oxfordshire District Council have confirmed that the formation of the proposed bridleway at Tackley, can likely be developed under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015. Detail can be found in Appendix D.
- 5.2.4. Ongoing consultation with West Oxfordshire District Council began in earnest in January 2023, with monthly online meetings to discuss the progress of the Scheme and new developments and concerns.
- 5.2.5. The meetings consisted of a presentation from Network Rail detailing the progress on the proposals and amendments made to the Scheme, as well as a more open discussion where representatives had an opportunity to discuss issues related to the Scheme. Engagement has also occurred in other formats, notably email, where issues that occurred between meetings were discussed.
- 5.2.6. West Oxfordshire District Council has generally remained positive towards the Scheme, recognising the importance of closing Tackley level crossing for safety reasons. They have assisted Network Rail in carrying out the public consultation and reaching the out to the community.
- 5.2.7. As part of the public consultation, West Oxfordshire District Council was sent a letter formally inviting them to respond to Network Rail's proposals. West Oxfordshire District reiterated its support for the Scheme, highlighting the issues of safety.

5.3. Highway Authority

- 5.3.1. To date Network Rail have consulted with Oxfordshire County Council as the relevant Highway Authority for the Scheme. These consultations have largely occurred in the same context as those with West Oxfordshire District Council. The Highways Authority plays an especially important role in this Scheme due to the proposed creation of the new bridleway and upgrade of the existing footpath to re-designate it as a bridleway.
- 5.3.2. Contact began in 2019, around the time discussions about Tackley level crossing began. Regular consultation meetings have occurred monthly since January 2023, in tandem with meetings with West Oxfordshire District Council.
- 5.3.3. Oxfordshire County Council has been generally positive on the Scheme.

5.4. Parish Council

- 5.4.1. Initial contact with Tackley Parish Council began in 2015 to discuss a solution for the Tackley Level Crossing. After the initial meeting, Network Rail re-engaged with the Parish Council in 2019, through various meetings, presentations, and drop-in events through to 2023. In 2019, a discussion was had on a subway option, which was favoured by the community. However, when working through feasibility, the subway was something that Network Rail was not able to pursue due to the significant costs to the taxpayer, the considerable disruption to the railway, and the impact that removing large volumes of earth would have upon the local environment, including drainage and flora and fauna. A

meeting was held with Tackley Parish Council and the local residents' association in May 2023, in the run-up to public consultation.

- 5.4.2. Throughout the consultation process, Tackley Parish Council has maintained a strong opposition to the Scheme, highlighting a number of key themes which would re-emerge in Network Rail's interactions with the public. These themes are described in detail in Section 8 below.
- 5.4.3. In an email dated 10th of July, the Chair of Tackley Parish Council formally responded to the public consultation, indicating their opposition to the Scheme, primarily highlighting issues regarding the safety of the proposed new bridleway route.
- 5.4.4. Network Rail maintains that the proposed new path is acceptable. Network Rail has identified over 40 bridleways and byways in England that run alongside railways at a similar distance and height as to the proposed bridleway at Tackley. Network Rail is still in discussions with the British Horse Society, and other industry bodies, as to the exact configuration and potential mitigations for the new bridleway. This topic is covered in more detail in Section 8.6.

5.5. Relevant Statutory Undertakers

- 5.5.1. The relevant statutory undertakers for the Scheme are listed in Table 3 below. These statutory undertakers have been identified through the Land Referencing exercise, highlighted in the Book of Reference that accompanies the Order and have been contacted by Network Rail's Land Referencing team as part of the Order Consultation process. Notice has also been served on each as part of the Order application process.

TABLE 3: STATUTORY UNDERTAKERS AND ENGAGEMENT TO DATE

Statutory Undertaker	Engagement to Date
National Grid PLC	RFI letter sent by Bruton Knowles on the 8 th of February 2023. No formal response. Follow-up letter sent the 24 th of February. Followed-up with calls to head office on the 9 th and 21 st of March. No response.
Southern Electric Power Distribution PLC	RFI letter sent by Bruton Knowles on the 8 th of February 2023. RFI response received and interest confirmed.
ROC Energy Limited	RFI Letter sent by Bruton Knowles on the 5 th of April 2023. Follow-up email sent on the 25 th of April. Response received on the 10 th of May. Have confirmed receipt of RFI but have yet to formally respond.
Gigaclear Limited	RFI letter sent by Bruton Knowles on the 8 th of February 2023. Follow-up letter sent on the 24 th of February.

	<p>Called on the 6th of March and emailed over RFI to new email.</p> <p>Response on the 13th of March confirmed no assets in the area.</p> <p>No interest.</p>
CityFibre Limited	<p>Request for Information (RFI) form was sent on 8th February 2023</p> <p>RFI Chaser Letter was sent on 24th February 2023</p> <p>Exchange of correspondence between 28th February 2023 and 19th April 2023 where we received asset plans confirming assets in comparison to scheme but no RFI response.</p>
Lumen Technologies UK Limited	<p>Request for Information (RFI) form was sent on 8th February 2023</p> <p>RFI Chaser Letter was sent on 24th February 2023</p> <p>Completed RFI received 28th February 2023.</p>
SGN Limited	<p>Request for Information (RFI) form was sent on 8th February 2023</p> <p>RFI Chaser Letter was sent on 24th February 2023</p> <p>Exchange of correspondence between 6th March 2023 and 13th April 2023 where we received plans confirming assets in comparison to scheme but no RFI response.</p>
Thames Water Limited (Co. Regn. No 02366623)	<p>Request for Information (RFI) form was sent on 8th February 2023</p> <p>RFI Chaser Letter was sent on 15th March 2023</p> <p>Exchange of correspondence between 27th February 2023 and 24th March 2023.</p> <p>No RFI response to date.</p>
Virgin Media Limited	<p>Request for Information (RFI) form was sent on 8th February 2023</p> <p>RFI Chaser Letter was sent on 24th February 2023</p> <p>Exchange of correspondence between 2nd March 2023 and 31st March 2023 where we received plans confirming assets in comparison to scheme but no RFI response.</p>
British Telecommunications PLC	<p>RFI letter sent by Bruton Knowles on the 8th of February 2023.</p> <p>Follow-up letter sent on the 24th of February.</p> <p>RFI and plans emailed on 15th of March. Follow-up email on the 17th. After a call on the 24th, email to new address sent on the 31st.</p>

	Plans received but no formal response to RFI.
Vodafone Limited	Request for Information (RFI) form was sent on 8 th February 2023 RFI Chaser Letter was sent on 24 th February 2023 Exchange of correspondence between 28 th February 2023 and 28 th March 2023 where we received plans confirming assets in comparison to scheme but no RFI response.

5.6. Statutory Bodies

5.6.1. Responses were invited via written correspondence from the above Statutory Bodies (table 1) as part of the June-July 2023 Public Consultation with responses received from Historic England, The Environment Agency, the British Horse Society, Transport Focus and Railfuture.

Responses from Historic England

5.6.2. After having provided Historic England with the exact location of the level crossings, they stated they do not consider themselves a statutory consultee because the proposed site locations are not within the vicinity of any heritage assets. They stated, that in this instance, it was not necessary for Network Rail to engage in any pre-application discussions.

Responses from The Environment Agency

5.6.3. The Environment Agency has not formally responded to Network Rail's consultation, but they did respond with a reminder of the guidelines to follow when preparing planning applications.

Responses from the British Horse Society (BHS)

5.6.4. Discussions with the BHS have been ongoing with regards to the proposed new bridleway at Tackley with contact beginning in 2019. Meetings have been held with local and national representatives of the BHS in person and online. The BHS has generally objected to the placing of the bridleway adjacent to the railway at Tackley, favouring a route running inside the field owned by Tackley Estate.

5.6.5. In response to the Public Consultation, the BHS reiterated this objection and called for the proposal to be altered. Discussions with the BHS, both locally and nationally, are ongoing with attempts to reach a potential compromise on the issue of the bridleway route.

Responses from Transport Focus

5.6.6. Transport Focus were consulted as part of the Public Consultation period beginning in June. A letter was sent out via email outlining the details of the Scheme. Transport Focus responded stating a general support for the Scheme but raising concerns over the lack of ramps at the proposed Yarnton footbridge, although they did not mention any formal objection to the Scheme. They did state they would defer to local representation

regarding the issue of ramps at Yarnton. Yarnton footbridge no longer forms part of the Scheme.

Responses from Railfuture

- 5.6.7. Railfuture was consulted with a letter and responded with strong support for the Scheme, highlighting the importance of safety but also the broader benefits of the Oxfordshire Connect Scheme which includes more freight trains and, potentially, more passenger services on the line. They highlighted their desire for the process of putting the bridges in place and the level crossing closures to be expedited.

Responses from The Ramblers Association

- 5.6.8. The Rambler's Association has been consulted and Network Rail has been having discussions with its local representative. They have stated that they will wait to discuss with the local community before making a judgement. No formal response has been received.

Responses from Sustrans

- 5.6.9. Network Rail has had regular contact with Sustrans since 2019. They remain neutral on the overall Scheme.

Other Consultees

- 5.6.10. The remaining statutory consultees have not formally responded to Network Rail's public consultation.

6. Landowners Potentially Affected by the Order (Including Tenants, Occupiers, and Parties with Private Rights of Way)

- 6.1.1. Rule 10 (4) of the TWAO Rules 2006 states:

"Subject to paragraph (5), in the case of an application for an order authorising the compulsory acquisition of land, or the right to use land, or to carry out protective works to buildings, or the compulsory extinguishment of easements and other private rights over land (including private rights of navigation over water), the applicant shall submit with the application the plan and the book of reference respectively described in paragraphs (5) and (8) of rule 12."

- 6.1.2. This requires promoters to submit a Book of Reference and land plans in accordance with the requirements of Rules 12(5) and 12(8). The Book of Reference identifies all the owners, lessees and persons with an interest in the land affected by the scheme whilst the land plans identify the extent of the Order Land and the nature of the extinguishment, acquisition (permanent or temporary) or right sought by Network Rail.

- 6.1.3. Network Rail's land referencing agency, Bruton Knowles, wrote to those parties who were thought to have an interest in the land affected by the Order to establish land ownership information for inclusion within the Book of Reference and to inform affected parties of the proposals. Each letter was tailored to the party to whom the letter was being sent. Example of the RFI's can be found in Appendix G.
- 6.1.4. Those letters also included a point of contact at Network Rail to whom queries regarding the Scheme could be sent.
- 6.1.5. In parallel with the Order process, Network Rail will continue to engage and liaise with landowners and third parties affected by the proposed Order in order to secure private treaty arrangements where it is possible to do so.

6.2. Andrew Charles Peake (Tackley Estate)

- 6.2.1. Andrew Charles Peake is the registered freeholder of plots 001, 003, 003A, 003B, 006, 007, 008, 009, 010 and 012 being part of the Tackley Estate ('Estate').
- 6.2.2. Engagement with the Estate began in August 2018 between Network Rail Liabilities Manager and the Estate's land agent Laws & Fiennes Land Agents & Chartered Surveyors. All the communication had been to negotiate a diversion route for the existing bridleway over the Estate's land, looking at multiple routes and trying to find the best solution for all parties. Communications between the parties occurred via email, phone calls and in-person meetings.
- 6.2.3. Network Rail's land agent Bruton Knowles ('BK') took over engagement with the Estate in December 2022. A Request for Information ('RFI') form was sent to the Estate on 16th December 2022 requesting confirmation on their interest in the land identified for the above plots. Network Rail provided contact details for their agent Hywel Morse and a copy was emailed to Mr Morse.
- 6.2.4. Mr Morse was contacted via phone and email on 6th March 2023, 23rd March 2023 and 24th March 2023 to return the RFI. BK had an in - person meeting with Mr Morse on 31st July 2023 where he advised the RFI will not be completed but that all information from the title registers accurately represents the land interests and that there are no additional tenants on the land.
- 6.2.5. Since February of 2023 BK has been engaging with Mr Morse in person at site meetings, in Teams meetings and via email correspondence. The focus of discussions has been twofold: firstly, to discuss the Scheme as designed and the options considered for the diversion/closure of the existing bridleway which crosses the Estate; secondly to try to agree terms for the acquisition of the land required on a temporary and permanent basis to deliver the Scheme.
- 6.2.6. In March 2023 the Scheme's proposals were sent to Mr Morse for comment. This was followed up with a Teams call on 6th April 2023 to discuss the Scheme. Following that call a specification for the boundary treatment along the route of the new bridleway, as it adjoined the Estate's retained land, was received on 17th April from Mr Morse. This

specification was incorporated into the draft Heads of Terms issued for the permanent and temporary acquisition of Estate land which were sent to Mr Morse on 4th May 2023.

- 6.2.7. On 7th June 2023 a site meeting was attended with Mr Morse and Network Rail representatives to walk the route of the existing bridleway and the proposed “lineside” alternative route. The location of the temporary compounds and a partial inspection of an alternative bridleway diversion to the north was also inspected on this day. Extensive vegetation cover prevented a full inspection. A response to the draft Heads of Terms was requested at the meeting.
- 6.2.8. On 9th June 2023 details of the Wider Programme webpage were sent though to Mr Morse so he could satisfy himself as to some additional detail. A response to the previously issued Heads of Terms was once again requested.
- 6.2.9. On 20th July 2023 a further Teams meeting was attended with Mr Morse, Network Rail representatives and Oxfordshire County Council officers to discuss the various options for the bridleways (proposed and existing) which crossed Estate lands as part of the Scheme.
- 6.2.10. On 27th July 2023 a site meeting was attended with Mr Morse, Network Rail representatives and Oxfordshire County Council officers to walk the route of a further option being considered for the new bridleway across the Estate’s land – this route resulting from Network Rail’s wider engagement with statutory consultees.
- 6.2.11. On 14th August 2023 a response to the Heads of Terms was again chased. The response from Mr Morse was received on the 15th August 2023 and advised that there was still uncertainty as to whether the Estate supported the Scheme. There was also a request for confirmation that improvement works to an access road leading to a site compound on the Estate’s land (discussed at a previous site meeting with Network Rail representatives) would be undertaken as part of the Scheme. Mr Morse was advised that BK had referred the query to Network Rail for instructions who subsequently confirmed the access would be upgraded as part of the Scheme following consultation with the relevant Statutory Body. This was relayed to Mr Morse on the 16th of August 2023.
- 6.2.12. At the time of this Report, negotiations are ongoing between the parties. However, Network Rail are hopeful that a mutually beneficial agreement can be reached.

6.3. Anthony John Mark Crocker & Janina Anna Pulaski

- 6.3.1. Anthony John Mark Crocker & Janina Anna Pulaski are the registered freeholder of plots 004 and 005.
- 6.3.2. An RFI form was sent by BK on behalf of Network Rail to Mr Crocker and Ms Pulaski on 16th December 2022 requesting a confirmation on their interest in the land identified for the above plots. Mr Crocker and Ms Pulaski contacted Network Rail directly following receipt of the RFI. Network Rail then maintained conversation with Mr Crocker and Ms Pulaski to chase the RFI. Network Rail’s Consultation Manager held phone and email conversations to explain the process to Mr Crocker and Ms Pulaski as well as to inform them of any developments with BK.

- 6.3.3. BK visited Mr Crocker and Ms Pulaski on site on 16th June 2023 who expressed concerns around the fencing Network Rail were to install and advised they would return the RFI. The RFI was then received by BK on 27th June 2023.
- 6.3.4. Brief details of the Scheme and its intended purpose were sent to Mr Crocker and Ms Pulaski on 16th June 2023. This correspondence also included details of how the Scheme impacted the landholding, together with our estimate of the amount payable to the landowner under the compensation code.
- 6.3.5. The correspondence advised Mr Crocker and Ms Pulaski that BK were instructed to seek an agreement with them to purchase the freehold of the land concerned or to agree an option agreement to purchase the land. The correspondence invited Mr Crocker and Ms Pulaski to contact BK to discuss the offer, and if required, to arrange a site meeting. The correspondence further advised that Network Rail would undertake to reimburse Mr Crocker and Ms Pulaski's reasonable legal and professional fees on completion of the purchase / option agreement.
- 6.3.6. On 14th August 2023 a further letter enclosing the original letter of the 16th of June was sent to Mr Crocker and Ms Pulaski. At the time of this Report no response to that further chase has been received.

6.4. Dr Christopher Charles Alan Spencer and Helen Elizabeth Spencer

- 6.4.1. Christopher Charles Alan Spencer and Helen Elizabeth Spencer are understood to have an interest in plots 001, 003, 003A, 003B, 006, 007, 008, 009, 010 and 012.
- 6.4.2. An RFI form was sent to Dr & Mrs Spencer on the 5th of April 2023, requesting for confirmation of their interest in the land identified for the above plots.
- 6.4.3. Mrs Spencer responded and returned the RFI on the 17th of April 2023 noting that they had rights over Mr Peake's land for water and electricity supply which Network Rail understand are not being interfered with.

6.5. Ede Holdings Limited

- 6.5.1. Ede Holdings Limited is understood to have an interest in plots 004 and 005.
- 6.5.2. An RFI form was sent to Ede Holdings Limited on the 5th of April 2023, requesting for confirmation of their interest in the land identified for the above plots.
- 6.5.3. BK contacted Ede Homes using their general enquiries email. Correspondence was received from Chloe Bridges of Ede Holdings on 18th of May 2023 requesting for an electronic copy of the RFI which was sent over.
- 6.5.4. BK contacted Chloe Bridges again on 30th May and 22nd August 2023 to chase for the RFI return.
- 6.5.5. BK have not yet received any further responses or a completed RFI back.

6.6. Edward Arthur Yarlatt Collier and Jane Karen Collier

- 6.6.1. Mr & Mrs Collier collectively is understood to have an interest in plots 0001, 0003, 003A, 003B, 006, 007, 008, 009, 010 and 012.
- 6.6.2. An RFI form was sent to the Mr & Mrs Collier on the 5th of April 2023, requesting for confirmation of their interest in the land identified for the above plots.
- 6.6.3. Gillian Withers, responded on behalf of Mr and Mrs Collier, as well as Mr Withers and Mrs Halliday and Mr Holt on the 12th of May 2023, returning the RFI. She confirmed that each landowner had rights to water and electricity on Mr Peake's land and the above plots, which we understand are not being interfered with.

6.7. Paul Nigel Withers and Gillian Mary Halliday

- 6.7.1. Paul Nigel Withers and Gillian Mary Halliday collectively are understood to have an interest in plots 001, 003, 003A, 003B, 006, 007, 008, 009, 010 and 012.
- 6.7.2. An RFI form was sent to the Mr & Mrs Withers on the 5th of April 2023, requesting for confirmation of their interest in the land identified for the above plots.
- 6.7.3. Gillian Withers, responded on behalf of Mr and Mrs Collier, as well as Mr Withers and Mrs Halliday and Mr Holt on the 12th of May 2023, returning the RFI. She confirmed that each landowner had rights to water and electricity on Mr Peake's land and the above plots, which we understand are not being interfered with.

6.8. John Michael Holt

- 6.8.1. John Michael Holt is understood to have an interest in plots 001, 003, 003A, 003B, 006, 007, 008, 009, 010 and 012.
- 6.8.2. An RFI form was sent to the Mr & Mrs Withers on the 5th of April 2023, requesting for confirmation of their interest in the land identified for the above plots.
- 6.8.3. Gillian Withers, responded on behalf of Mr and Mrs Collier, as well as Mr Withers and Mrs Halliday and Mr Holt on the 12th of May 2023, returning the RFI. She confirmed that each landowner had rights to water and electricity on Mr Peake's land and the above plots, which we understand are not being interfered with. Mr Holt also confirmed this over the phone on the 14th June 2023 and due to it only being rights to water & electricity, declined to return his RFI letter.

6.9. Mark Andrew Chacksfield and Felicity Kay Chacksfield

- 6.9.1. Mark Andrew Chacksfield and Felicity Kay Chacksfield is understood to have an interest in plots 003, 003A, 011 and 012.
- 6.9.2. A Request for Information (RFI) form was sent to Mark Andrew Chacksfield and Felicity Kay Chacksfield on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots.

6.9.3. On 11th September 2023 Mr and Mrs Chacksfield's agent responded advising they had no interest in the above plots.

6.10. Fergus Gerard Gallagher

6.10.1. Fergus Gerard Gallagher is understood to have an interest in of plots 003, 003A, 011 and 012.

6.10.2. An RFI form was sent to Fergus Gerard Gallagher on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots.

6.10.3. Following email correspondence from Mr Gallagher, BK issued an electronic copy of the RFI on 24th August 2023. There has been no correspondence from Mr Gallagher since.

6.11. The Owner/Occupier – [REDACTED]

6.11.1. The property known as [REDACTED] is not registered. However, its Owner/Occupier is understood to have an interest in plots 004 and 005.

6.11.2. An RFI Request was sent marked for the attention of The Owner/Occupier of [REDACTED] on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots. At the date of this Report, no response has been received.

6.12. Richard Charles Milliken-Smith

6.12.1. Richard Charles Milliken-Smith is understood to have an interest in plots 0003, 0003A, 011 and 012.

6.12.2. An RFI form was sent to Richard Charles Milliken-Smith on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots with no successful correspondence since.

6.13. Susan Rose Reeves and Elizabeth Hannah Reeves

6.13.1. Susan Rose Reeves and Elizabeth Hannah Reeves is understood to have an interest in plots 003, 003A, 011 and 012.

6.13.2. An RFI form was sent to Susan Rose Reeves and Elizabeth Hannah Reeves on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots with no successful correspondence since.

6.14. Daniel Peter Powell

6.14.1. Daniel Peter Powell is understood to have an interest in plots 003, 003A, 011 and 012.

6.14.2. An RFI form was sent to Daniel Peter Powell on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots.

6.14.3. On 11th September 2023 BK received the completed RFI form back from Mr Powell confirming he had access rights along the above plots as per the public bridleway.

6.15. The Owner/Occupier - [REDACTED]

6.15.1. The property known as [REDACTED] is not registered. However, its Owner/Occupier is understood to have an interest in plots 003, 003A, 011 and 012.

6.15.2. An RFI form was sent marked for the attention of the Owner/Occupier of Oldhouse on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots. At the date of this Report, no response has been received.

6.16. Guy Nicholas Roberts and Rachel Gillian Roberts

6.16.1. Guy Nicholas Roberts and Rachel Gillian Roberts are understood to have an interest in of plots 004 and 005.

6.16.2. An RFI form was sent to Mr and Mrs Roberts on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots with no successful correspondence since.

6.17. The Owner/Occupier – [REDACTED]

6.17.1. The property known as [REDACTED] is not registered. However, the Owner/Occupier is understood to have an interest in plots 004 and 005.

6.17.2. An RFI form was sent marked for the attention of the Owner/Occupier of [REDACTED] on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots. At the date of this Report, no response has been received.

6.18. Philippa Jenkins

6.18.1. Philippa Jenkins is understood to have an interest in plots 004 and 005.

6.18.2. An RFI form was sent to Philippa Jenkins on 18th August 2023 requesting for confirmation on their interest in the land identified for the above plots.

6.18.3. On 23rd August 2023 BK received the completed RFI from Ms Jenkins confirming they have a right of entry and access over the above plots.

6.19. Oxfordshire County Council ('OCC')

6.19.1. Plots 0012 being public bridleway (379/25/10), restricted byway (379/3/10), public footpath (379/17/40) Tackley, OCC was consulted as Highway Authority. Alongside regular engagement with OCC by Network Rail, BK has been in contact with OCC regarding the above listed plots of land. On 18th December 2022, BK contacted OCC to request confirmation of their adopted highways extents. Emails were exchanged between BK and Nick Blacow between 18th December 2022 and 3rd January 2023 in order to receive all adopted highways extent information.

6.19.2. An RFI form was sent to OCC on 8th February 2023 requesting confirmation on their interest in the land that was not confirmed by the highway's extents. BK and Nick Blacow had correspondence over the phone on 15th February 2023 to discuss the RFI and received

a letter via email from Nick Blacow on 20th February 2023 providing response to the RFI and OCC interest.

- 6.19.3. Brief details of the Scheme and its intended purpose were sent to OCC on 16th June 2023. This correspondence also included details of how the Scheme would impact the landholding, together with our estimate of the amount payable to the landowner under the compensation code.
- 6.19.4. The correspondence advised OCC that BK were instructed to seek an agreement with them to purchase the freehold of the land concerned or to agree an option agreement to purchase the land. The correspondence invited OCC to contact BK to discuss the offer, and if required, to arrange a site meeting. The correspondence further advised that Network Rail would undertake to reimburse OCC's reasonable legal and professional fees on completion of the purchase / option agreement.
- 6.19.5. On 14th August 2023 a further letter enclosing the original letter of 16th June was sent to OCC.

7. Other Strategic Stakeholders

- 7.1.1. This category of consultees is concerned with the strategic stakeholders including local Members of Parliament, local ward councillors, community groups, and the Department for Transport.

7.2. Members of Parliament

- 7.2.1. As part of the consultation process, Network Rail has maintained regular contact with the MPs for the constituency covered by the Scheme. The relevant MP is Robert Courts, who is the MP for Witney, where Tackley is situated. There has been regular back-and-forth correspondence via email as well as direct meetings with the MP or their offices.
- 7.2.2. A meeting was held with Robert Courts MP in January 2023 and again just prior to Public Consultation in April and May 2023. Throughout this engagement, Robert Courts MP has remained relatively neutral of the Scheme and have not intervened in the consultation process. Robert Courts MP has not formally responded to the Public Consultation.

7.3. Local Ward Councillors

- 7.3.1. Alongside meetings with Parish, District, and County Councils, individual ward councillors who maintained a strong interest in the Scheme were consulted directly.
- 7.3.2. Oxfordshire County Councillor Nigel Simpson representing Kirtlington and Kidlington North division was consulted as of October 2022. He also partook in a meeting with other local councillors discussing the proposals in March 2023 in the run-up to public consultation.
- 7.3.3. Councillor Andy Graham is both the Leader of West Oxfordshire District Council and the councillor for the Woodstock division, which includes Tackley, on Oxfordshire County Council. Meetings were held with Andy Graham from July 2022 to discuss the plans and

options in Tackley. Network Rail have also been in regular contact with the councillor due to his status as Leader of West Oxfordshire District Council.

- 7.3.4. Councillor Tim Sumner of the Stonesfield and Tackley ward of West Oxfordshire District Council has attended the Tackley Village Hall drop-in sessions to see and discuss Network Rail's proposals for the level crossing closure at Tackley.

7.4. Community Groups

- 7.4.1. As part of the public consultation, Network Rail has maintained contact with local community groups as well. Notably, Network Rail has met with the Tackley Railway Action Committee (TRAC). Meetings with TRAC have occurred alongside our meetings with Tackley Parish Council. A first meeting was held with TRAC in 2019 along with the Parish Council, the focal issue being the proposed bridleway route, with a follow-up meeting being held the following May with TRAC and Tackley Parish Council in the run-up to Public Consultation.

- 7.4.2. TRAC have made clear their strong opposition to the Scheme, they've especially highlighted the preference for Tackley level crossing to be replaced with a subway that would be accessible to pedestrians, cyclists, and horse riders.

- 7.4.3. TRAC oppose the rerouting of the bridleway, stating it is severing an ancient right of way. TRAC also argue against the visual impact of the new footbridge, as well as its encroachment into gardens and properties.

- 7.4.4. The main themes discussed by TRAC are covered in Section 8.

- 7.4.5. TRAC were present at Network Rail's public consultation events in Tackley. Network Rail allowed the group to present their case against the proposal. They presented their opposition to the Scheme to local residents and invited them to sign a petition arguing against closing the bridleway and for building a subway instead of a footbridge.

- 7.4.6. Whilst studies were carried out into the option of a subway at Tackley, this was unfortunately not a viable option given the significant costs to the taxpayer, the considerable disruption to the railway, and the impact that removing large volumes of earth would have upon the local environment, including on drainage and flora and fauna.

7.5. DfT TIPU

- 7.5.1. Network Rail has held two virtual meetings with Transport and Infrastructure Planning Unit ('TIPU') to introduce and discuss the Scheme, providing an update post consultation and updating on timelines.

- 7.5.2. Network Rail will continue to update TIPU as the programme progresses. TIPU were provided with a pre-application draft of the proposed Order and Explanatory Memorandum on 25 August 2023, pursuant to Rule 5 of the TWAO Rules 2006.

8. Public Consultation Activities

8.1.1. The purpose of the consultation was to inform the local communities as well as other interested stakeholders about the Scheme, the future Order application and any required planning permission, providing them with an opportunity to have their say whilst Network Rail were developing the proposals.

8.1.2. The key activities within the public consultation process included:

1. Seeking feedback from the relevant local authorities on the approach to consulting the local communities;
2. Pre-consultation activities;
3. Public Consultation – June to July 2023;
4. Reviewing feedback from all consultees and grouping responses into themes/actions;
5. Collating comments from the public, community groups and other key stakeholders;
6. Seeking to address feedback through additional assessments or through amendments to the proposals, if feasible, or the provision of further information as requested; and
7. Reporting back on any amendments through an additional information round

8.2. Pre-Consultation Activities

8.2.1. Network Rail sought to inform people who live in the vicinity of the Scheme that were likely to be affected or have an interest in the proposals of the upcoming public consultation.

8.2.2. The public consultation was open to anyone with an interest and was promoted in local media, online, and via a range of channels owned by Network Rail so as many people as possible were made aware of the proposals.

8.2.3. Pre-consultation activity began in June with promotional activities to inform the local community and rail users of the upcoming consultation, employing a variety of mediums – leaflet drops, advertisements, press releases (print, broadcast, and online outlets), and social media activity. Meetings with Local Authorities and Parish Councils, as well as individual councillors, occurred in the pre-consultation period to inform them of the public consultation and encourage them to inform their constituents of the upcoming consultation.

- 8.2.4. Network Rail's Head of Scheme Communications appeared in a local radio interview where he discussed the benefits of the scheme and encouraged locals to attend the drop-in events. The same programme featured an interview with a local Parish Councillor opposed to the Scheme.
- 8.2.5. The leaflets also advertised the upcoming in-person drop-in events in the local areas. Five drop-ins were held in the local communities most affected by the proposed level crossing closures.
- 8.2.6. Pre-consultation activities also consisted of making the arrangements for the hosting the drop-in events. This included the booking of the venues and coordinating with the local community the best time and dates.
- 8.2.7. 347 leaflets were circulated in the area of Tackley to advertise the upcoming Public Consultation.
- 8.2.8. Information about the Scheme programme and the forthcoming public consultation was uploaded onto Network Rail's dedicated Scheme webpage¹ including a summary of the programme and all relevant public consultation documentation – See Appendix H for the public consultation brochure and Appendix I for example visualisations as part of the level crossing upgrades.

8.3. Public Consultation

- 8.3.1. A public consultation ran from the 5th of June to the 17th of July in relation to the Scheme, as part of the Wider Programme focusing on the works areas at the proposed level crossing closure, where powers under the Order are required to compulsorily acquire land and rights in land and take temporary possession in connection with the works. The Public Consultation was advertised over a wider area as agreed as part of the Approach to Community Consultation document to include those who live in the immediate vicinity of the Scheme.
- 8.3.2. The public consultation round ran from the 5th of June to the 17th of July. The public consultation brochure (Appendix H of this report) included a questionnaire to seek feedback on the proposed Scheme and the works at the three level crossings. The questionnaire was also available in digital format via an online survey on the Scheme webpage.
- 8.3.3. The consultation booklet was available in hardcopy or digitally via the online webpage. They were mailed out to households and distributed at in-person drop-in events. The booklets set out:
- An overview of the Scheme;
 - The benefits of the Wider Programme and the Scheme as part of that;

¹ <https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/oxfordshire-level-crossings/>

- Specific information about the level crossing closures, including overview maps, proposed layouts (illustrative only), and potential land take requirements for the Scheme and the Wider Programme);
- The booklet also included a questionnaire that included the following questions:
 - How do you feel about our wider Oxfordshire Connect proposals improving capacity on the Network? – Strongly Support to Strongly do Not Support
 - Please give a reason for your choice
 - Which area do you feel affected by the most? – Sandy Ln, Tackley, Yarnton
 - How do you feel about our proposals to improve safety at these level crossings? – Strongly Support to Strongly do Not Support
 - Please give a reason for your choice

8.3.4. Feedback was invited via the online survey, mail-in leaflets, written response forms at the drop-in events, in person at drop-in events, on the phone or via email through the dedicated inbox (Oxfordlevelcrossings@networkrail.co.uk).

8.3.5. The drop-in events also provided an opportunity for feedback from residents. The events included posters and banners demonstrating Network Rail’s proposals. Several members of the team were present to answer questions and discuss concerns from the public.

8.3.6. Visitors of the drop-in events were invited to provide feedback in writing as well as in-person. Each drop-ins had the following attendances:

TABLE 4: DROP-IN EVENTS SUMMARY

Venue	Date	Attendance
Tackley Village Hall	10 th of June	85 attendees
Tackley Village Hall	27 th of June	25 attendees

8.4. Reviewing feedback from all consultees and grouping responses into themes/actions

8.4.1. In total, the public consultation received **469** individual responses (which for the avoidance of doubt includes those received in relation to parts of the Wider Programme (Sandy Lane and Yarnton Lane level crossings), which do not form part of the Scheme). The responses are summarised as follows:

- 300 via online survey

- 35 individuals and organisations via email
- 134 via leaflets and drop-in response forms

8.5. Overall Public Responses to the Scheme

Responses on the Wider Programme - Oxfordshire Connect

8.5.1. In response to the first question of the survey “How do you feel about our wider Oxfordshire Connect proposals improving capacity on the Network?”, Figure 1 shows the percentage make-up of the responses received. This factors in all respondents to the survey, either done online, with the mail-in leaflets, or with the drop-in response forms. This includes many respondents who ticked Sandy Lane and/or Yarnton as their location of interest.

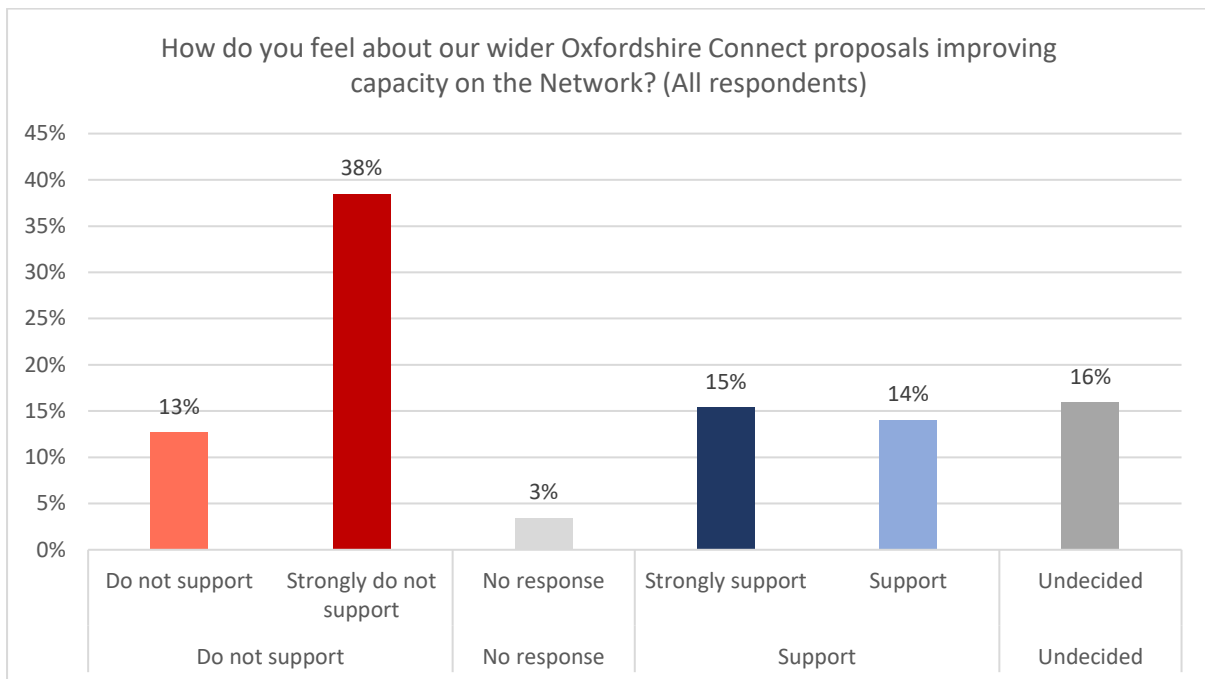


FIGURE 1: HOW DO FEEL ABOUT OUR WIDER OXFORDSHIRE CONNECT PROPOSAL IMPROVING CAPACITY ON THE NETWORK? (ALL RESPONDENTS)

8.5.2. The broader Oxfordshire Connect scheme has shown to be quite unpopular in the communities surveyed. Around 51% stated they did not support the scheme, to only about 29% who did support. Also, important to note the relatively large number of undecideds and no response, which account for 19%.

8.5.3. Despite the clear opposition to the broader Scheme, there is a not insignificant minority who are generally supportive of it. This is especially in contrast to the level crossing closures themselves, which, as we will see shortly, were much more unanimously opposed.

8.5.4. Opponents of the Oxfordshire Connect programme generally linked their opposition to the impact of the level crossing closures. They would highlight that improvements to the rail network would not compensate for the local impacts that closing the level crossings would have.

- 8.5.5. Some opponents also highlighted that they see little personal benefit to greater railway capacity. They often highlighted the high price of rail travel making the train an unaffordable option. It is important to note, that Kidlington and Yarnton do not have train stations at this time and therefore rail users would need to travel to Oxford Parkway for their nearest train. There has been some discussion of building a halt at Kidlington, but these plans have yet to materialise. As such, in these communities at least, the benefits of greater rail capacity are, in their view, limited, especially when considering the impacts of the level crossing closures.
- 8.5.6. Most opponents to Oxfordshire Connect directly linked their opposition to the level crossings closure and the Scheme. As such, Network Rail cannot entirely interpret these numbers as an opposition to improving the railway, but rather as a consequence of opposition to closures in their specific area.
- 8.5.7. Supporters of Oxfordshire Connect generally highlighted the benefits of removing freight from the roads, mentioning the positive reductions in emissions that this would produce and the lessening congestion on roads. Supporters also mentioned that greater capacity would allow them to travel more often on passenger services.
- 8.5.8. Supporters generally mentioned their support for more rail modernisation, such as electrification.
- 8.5.9. Many supporters of Oxfordshire Connect also opposed the level crossings Scheme, emphasising, that, though they support increased rail capacity and modernised railways, they opposed the negative impacts these would have on the local communities.
- 8.5.10. The relatively high rate of undecideds and no response would indicate some level of apathy towards the broader Oxfordshire Connect project. A segment of respondents did not particularly care about improvements to the wider rail network and were only concerned with changes in their area.
- 8.5.11. Looking at Tackley respondents only, as shown in Figure 2 below, we see a more positive response to the Oxfordshire Connect programme, although a mixed view overall with a reasonably large amount of opposition, with 31% opposing Oxfordshire Connect, and 40% supportive of the proposals. Like in Figure 1, there was a large number of undecideds and non-responses on this question, indicating generally less interest in broader improvements to the railway, compared to the direct impact of level crossing closures in their area.

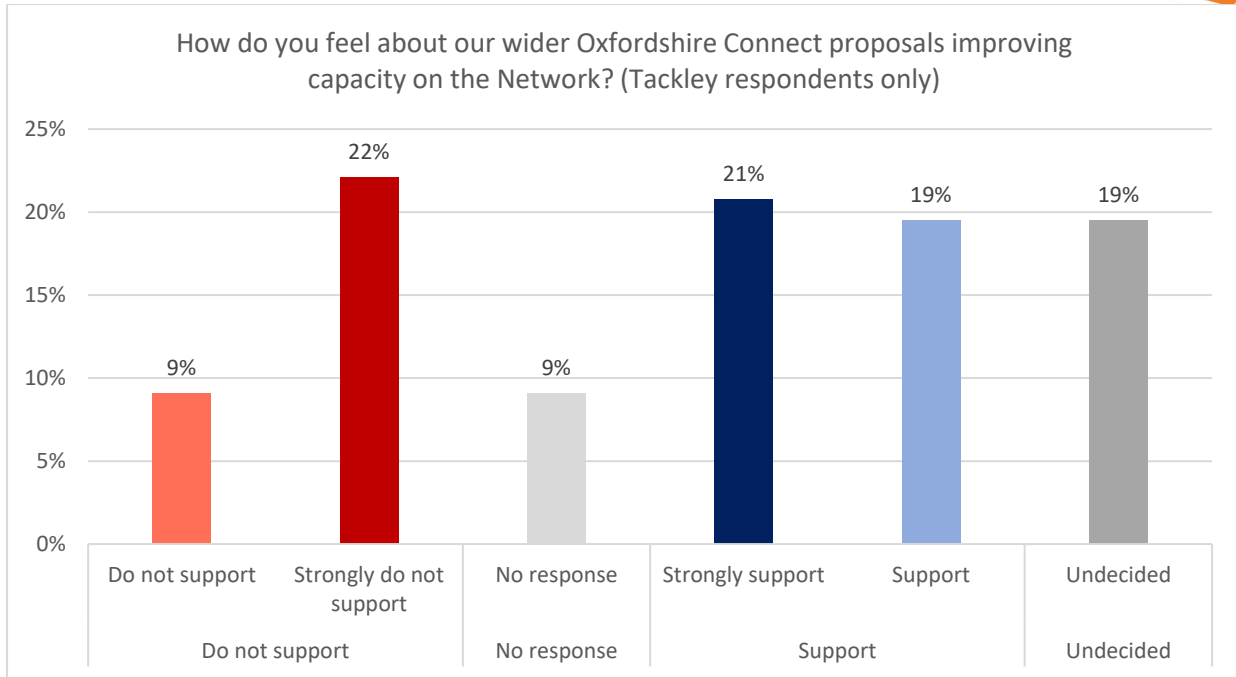


FIGURE 2: HOW DO YOU FEEL ABOUT OUR WIDER OXFORDSHIRE CONNECT PROPOSALS IMPROVING CAPACITY ON THE NETWORK? (TACKLEY RESPONDENTS ONLY)

Responses on Safety Improvements

8.5.12. In response to the second question of the survey “How do you feel about our proposed solutions to improve safety at these level crossings?”, Figure 3 shows the percentage make-up of the responses received from all respondents.

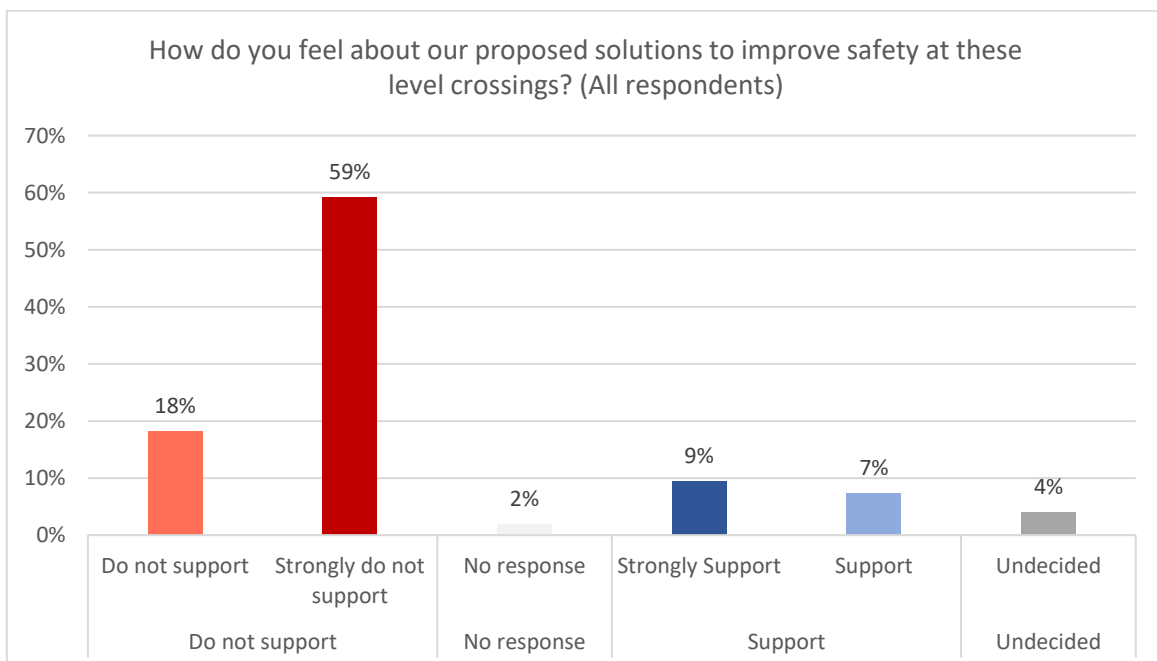


FIGURE 3: HOW DO YOU FEEL ABOUT OUR PROPOSED SOLUTIONS TO IMPROVE SAFETY AT THESE LEVEL CROSSINGS? (ALL RESPONDENTS)

8.5.13. As we see above, there is a very strong opposition to the level crossing closures across the communities surveyed. 77% stated they ‘Do not support’ or ‘Strongly do not support’, as

opposed to only 17% indicating ‘Support’ or ‘Strong support’. The low level of undecided and no response also indicate a quite strong interest in this aspect of the proposals.

8.5.14. The main concerns and issues with the level crossing closures are generally specific to the impact they have on the local communities. As such, we can generally split out the themes into two broad regions, Tackley on one hand, and Sandy Lane and Yarnton Lane on the other. The next sections will look at the themes of rejection in Tackley.

8.5.15. Looking at Tackley only responses to the safety improvements we see in Figure 4 below a similar opposition with 74% not supporting the proposed closure of the level crossings and only 17% stating their support for the proposals.

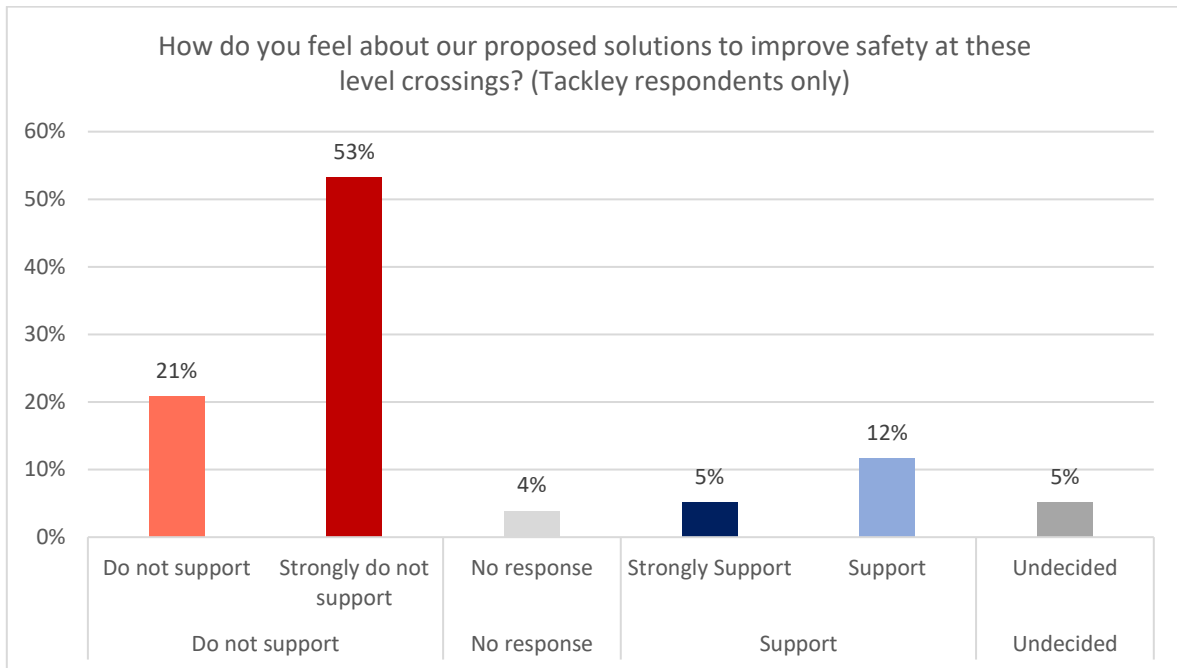


FIGURE 4: HOW TO YOU FEEL ABOUT THE PROPOSED SOLUTIONS TO IMPROVE SAFETY AT THESE LEVEL CROSSINGS? (TACKLEY RESPONDENTS ONLY)

8.6. Responses and Themes at Tackley

8.6.1. Of the 98 responses which marked Tackley as their location of interest, Network Rail has identified 4 main recurring themes. In most cases, themes would overlap with respondents raising several issues in their response.

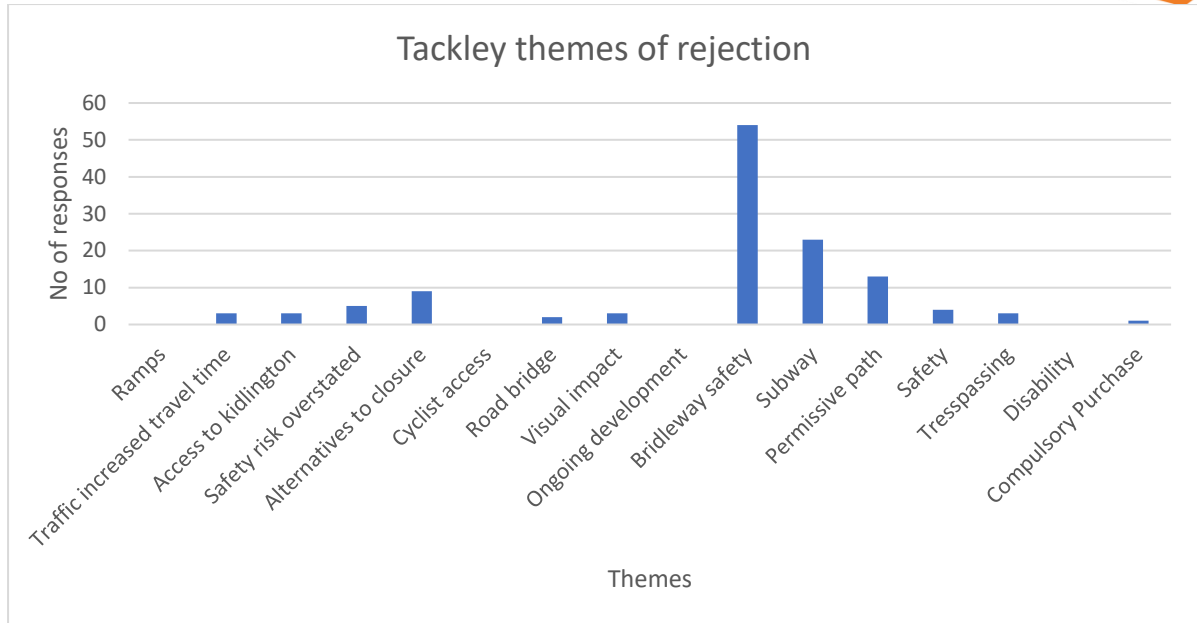


FIGURE 5: THEMES OF REJECTION AT TACKLEY

Themes at Tackley

8.6.2. As we can see above in Figure 5, the most common themes raised in Tackley by those who opposed the proposals were: bridleway safety, the preference for a subway/underpass, maintaining a permissive path over the station, and concerns regarding the footbridge’s position. This section explains these and provides Network Rail's response.

New Bridleway Route

8.6.3. The most common issue raised in Tackley was with regards to the proposed rerouting of the bridleway. Under the Scheme, the current bridleway 379/2/10 would be closed at the level crossing and, as an alternative, a new bridleway would be put in place which runs south, alongside the railway for approximately 900 meters at the foot of the embankment, before joining up with restricted byway 379/25/10 from which riders, walkers and cyclists could cross the railway under the pre-existing rail bridge. The old bridleway would be maintained as a cul-de-sac.

8.6.4. Those who object to this part of the Scheme state that our proposed new bridleway is unsafe. They argue that running the bridleway so close to the railway and at level which would mean trains were running at head height would significantly increase the chance of accidents. Especially in the scenario where Tackley Estate were to fence off the bridleway from the rest of their field. They claim that speeding trains could spook horses and cause them to bolt and run out of control, potentially harming the rider and anyone else on the path that could come into contact with the charging horse.

Response on Bridleway Route

8.6.5. Network Rail respects the safety concerns of horse riders and other bridleway users. Network Rail appreciates the old bridleway has existed for a long time, becoming much appreciated in the local horse-riding community. Network Rail understands that there are concerns as to safety of the new bridleway, but Network Rail argues, based on the

information available to them, that bridleways can run adjacent to railways and be perfectly safe to users.

- 8.6.6. In studying the issue of the bridleway, Network Rail has identified over 69 bridleways in England which ran adjacent to railways. Of these, Network Rail found 41 which were similar to the proposed bridleway for Tackley. That is, where the bridleway ran adjacent to the rail line for several hundred metres, where the railway ran above the bridlepath, and trains speeds were elevated with minimum of 60mph and often speed limits of 80 to 100+mph. Network Rail believes that since bridleways are acceptable options in these places, that the proposed new bridleway should also be acceptable. Important to note that this was research carried out internally by Network Rail on desktop, mostly relying on Public Rights of Way (PRoW) maps and Google Maps satellite imagery.
- 8.6.7. Objectors to the proposed route argued in favour of alternative paths that could be used. Network Rail has been in regular contact with the British Horse Society, local riders, and affected landowners about finding alternative routes. Network Rail's proposed lineside route was the best option considering the constraints of land purchases, engineering complexity, and cost. Network Rail does not believe this route to be inherently unsafe, although it is appreciated that many horse riders feel uncomfortable taking their horse near the railway. We are in regular discussions with industry stakeholders, such as the BHS, about potential mitigations and the precise configuration of our proposed bridleway.
- 8.6.8. Alternative proposals for the bridleway include the construction of new infrastructure which would enable horses and riders to cross the railway safely. One of the more commonly requested examples is that of a subway, which Network Rail found unviable from both an engineering and financial standpoint, as is discussed further in this Report. The other main proposal is the construction of the so-called Barwood Bridge proposal, also known as the Developer Bridge. Under this proposal, a bridge accessible to horses, cyclists, and pedestrians would be built some 300 metres north of Tackley station. This proposal would divert the bridleway to the north where it would cross the railway and link back up to the old bridleway, representing a relatively small detour on the existing bridleway that currently goes through the level crossing. In theory, this bridge could also be used as a footbridge and station access to the other platform. This bridge to the north of Tackley station was discounted early on for a number of reasons. The bridge's ramps wouldn't connect with the station, meaning there would be a requirement to build two bridges, one for the bridleway and one for pedestrians. If a second bridge wasn't built, the bridge to the North would be too far for rail users to use to access the platforms and any such ramps, if they could be built, wouldn't be compliant and would incur significant costs.
- 8.6.9. Overall, Network Rail appreciates the concerns of the community when it comes to rerouting the bridleway, but it argues that the proposed lineside route is safe as similar routes can be found around the country, and that proposed alternatives are problematic and unviable for the reasons mentioned above.

Preference for a Subway

- 8.6.10. The issue of a subway crossing has been long-running at Tackley, and dates back to the early-2000s. Many members of the local community feel this would be the best option

and argue that this was promised by Network Rail in the past and should be delivered today. The subway would be placed a few hundred metres just south of the current level crossing and would be accessible to pedestrians, cyclists, and horse riders, as well providing an accessible route to the platforms of Tackley station.

- 8.6.11. Arguments in favour of the subway generally relate to the bridleway and the visual impacts a bridge would have on the community.
- 8.6.12. In relation to the bridleway, a subway would allow the existing bridleway to be maintained without the need for the proposed new route. This is seen as preferable by many local horse riders, who wish to maintain full access to the old path.
- 8.6.13. In relation to visual impacts, the proposed subway would greatly mitigate the impacts and would not be visible from people's homes, unlike a footbridge. This is therefore a preferred option of some who wish to maintain the aesthetic of the village and those who would live near the proposed footbridge.

Response on Subway

- 8.6.14. In Network Rail's view, the subway is not a workable option. The primary reason is cost, as Network Rail estimates that a subway would cost almost £12 Million (which is significantly more than Network Rail's current proposals) and the Scheme does not have sufficient funding to carry out this proposal. Network Rail is a publicly funded body and has an obligation to the taxpayer to offer upgrades and improvements to the Network which are value for money. Investing such a significant amount money would be hard to justify when considering the broader objectives of the Scheme and the reductions in budgets since the Covid-19 pandemic.
- 8.6.15. The construction of a subway would also entail engineering difficulties. The proposed location of the subway is near an aquafer and would require drainage and pumping in order to construct. The aquafer also means that once the subway was built, regular pumping would need to occur, these machines would then need regular maintenance, increasing the cost. There are also issues with regards to potentially polluting the aquafer during construction.
- 8.6.16. Thirdly, the subway would require land acquisition which the current landowner has opposed. The subway would be situated in third-party land. The landowner, Tackley Estate, has stated their opposition to such proposal. This is in contrast to Network Rail's proposed footbridge, which is entirely within its land and does not require any additional land purchase.
- 8.6.17. In summary, the subway is not viable due to significant costs to the taxpayer, the considerable disruption to the railway, and the impact that removing large volumes of earth would have upon the local environment, including on drainage and flora and fauna.

Permissive Path over the station

- 8.6.18. The third most common theme among respondents to the consultation in Tackley, was the issue of maintaining a permissive path over the station so that pedestrians and cyclists could access the existing bridleway (379/2/10). Currently, the temporary footbridge is accessible to members of the public, even if they do not wish to use the station and instead cross over onto the existing bridleway.
- 8.6.19. Under Network Rail's current proposals, the existing bridleway would be maintained as a cul-de-sac, where it is stopped up at the level crossing. If a permissive path over the station were kept, walkers and cyclists could still make use of the Public Right of Way and carry-out circular routes around the nearby fields.

Response on Permissive Path

- 8.6.20. Following feedback from the community and discussions with various stakeholders, Network Rail has decided to maintain the permissive path over Tackley Station. In consultations, many locals have indicated their desire to maintain the access to the historic bridleway route, which is used by many walkers and cyclists to complete circular routes. Maintaining this permissive path will allow people, both locally and further afield, to carry on such routes with minimal disruption compared to the pre-closure situation. The station footbridge includes lifts meaning those with wheelchairs, push buggies, and bicycles will be able to easily cross over from Tackley onto the local bridleway. It is important to note that this permissive path is not a formal Public Right of Way administered by Oxfordshire County Council. Network Rail will maintain the right to suspend this path, if required to in the future.

Bridge Position

- 8.6.21. The final main theme identified among Tackley respondents was the issue of the positioning of the proposed station footbridge.
- 8.6.22. It is argued by some respondents that the position of the bridge is encroaching into residents' properties and gardens and having a negative impact on their view. Others have argued the long distance between the entrance to the station at the south of the platform and the proposed bridge position is too far. This proposed emplacement would give a rough distance of 100m to the station entrance.

Response on Bridge Position

- 8.6.23. The design of the bridge has been developed with consideration of the concerns of residents. The design was changed to a 'heritage' style design, which was felt to be more in keeping with the traditional village aesthetic, as opposed to the more commonly used Network Rail designs. The height of the bridge has also been lowered as much as possible so that it would be less imposing. With a motorless lift design and a lowering of the required minimum clearance for electrification, the design team been able to minimise the height of the overall structure and the impact.
- 8.6.24. Encroachment into properties has also been carefully examined, and Network Rail's team has taken measurements and made verifications to guarantee the new bridge structure

would not encroach onto neighbouring landowners and would remain entirely within Network Rail's current landholding.

- 8.6.25. Some have asked why the bridge could not be in the same position as the current level crossing. This would decrease walking times to cross and maintain the crossing largely as it is.
- 8.6.26. The main issue with this proposal relates to land rights and visual impacts. Moving the bridge to the south would mean the purchase of additional land and a greater visual impact to the residents and a be detrimental to the visual landscape.
- 8.6.27. The proposed footbridge was provisionally designed with consideration for the main concerns of the community and overall ease of construction. Network Rail's proposal mitigates visual impacts, still allows for a reasonable and accessible route over the station and to the other platform, whilst keeping land purchases to a minimum. The final design of the bridge will be included within a Prior Approval application to the local planning authority (West Oxfordshire District Council) under Part 18 of Schedule 2 to the GDPO.

9. Conclusion

- 9.1.1. Network Rail has engaged with all known landowners and parties with an interest in property required for the Scheme. This engagement and negotiation are ongoing and is in different stages with each party, as summarised in section 6. Network Rail is committed to continuing negotiations but requires an Order to ensure all permanent and temporary land can be acquired to deliver the Scheme.
- 9.1.2. Network Rail has consulted bodies as required under Rule 10(2)(d) of the TWAO Rules 2006, which states: "a report summarising the consultations that have been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables, or if not, an explanation of why not." This consultation has included informal discussions, email correspondence, letters, and meetings. There has been a large amount of feedback from most statutory stakeholders, with local planning authorities, local highways authorities, parish councils, and community groups taking an active part in the consultation.
- 9.1.3. The affected parties and members of the public will have the opportunity to comment on the Prior Approval application and Order as part of the statutory consultation process. In addition, Network Rail continues to be open to engage with the affected parties following submission of the Order.

APPENDICES

APPENDIX A – CONSULTEES GARNERED FROM SCHEDULE 5 OF THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

Authority sought for—	Documents to be deposited with—	Applicable?
<p>1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.</p>	<p>1. The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked “for the attention of the Maritime and Coastguard Agency”); and, for works—</p> <p>(a) in or adjacent to Wales, the National Assembly for Wales;</p> <p>(b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and</p> <p>(c) in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.</p>	<p><i>Not applicable</i></p>
<p>2. Works affecting the banks or the bed of, or the subsoil beneath, a river.</p>	<p>2. The Environment Agency and any relevant operator.</p>	<p><i>Not applicable</i></p>
<p>3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.</p>	<p>3. The British Waterways Board, the Inland Waterways Amenity Advisory Council, the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.</p>	<p><i>Not applicable</i></p>
<p>4. Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the Canal & River Trust or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.</p>	<p>4. Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.</p>	<p><i>Not applicable</i></p>
<p>5. Works causing or likely to cause an obstruction to the passage of fish in a river.</p>	<p>5. The Environment Agency and, for works—</p> <p>(a) in England, the Secretary of State for Environment, Food and Rural Affairs; and</p> <p>(b) in Wales, the National Assembly for Wales.</p>	<p><i>Not applicable</i></p>
<p>6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.</p>	<p>6. The Environment Agency.</p>	<p><i>Not applicable</i></p>

7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	7. The relevant harbour authority and the relevant navigation authority (if different).	<i>Not applicable</i>
8. Works affecting a site protected under the Protection of Wrecks Act 1973.	8. For works— (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) in or adjacent to Wales, the National Assembly for Wales.	<i>Not applicable</i>
9. Works affecting, or involving the stopping-up or diversion of, a street, or affecting a proposed highway.	9. The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.	<i>Applicable</i>
10. The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	10. Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club; and for works— (a) in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society; and (b) in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and (c) in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and (d) in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, Kings Walden,	<i>Applicable</i>

	Langley, Lilley, Offley, Pirton, Preston and St Paul's Walden, the Chiltern Society; and (e)in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and (f)in Wales, the Welsh Trail Riders' Association.	
11. The construction of a transport system involving the placing of equipment in or over a street.	11. The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	<i>Not applicable</i>
12. Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	12. The relevant statutory undertaker.	<i>Consulted. No longer applicable</i>
13. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	13. The Coal Authority.	<i>Consulted, no longer applicable</i>
14. Works affecting: (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site.	14. (i), (ii) and (iii). For works— (a)in or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b)in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	<i>Consulted, no longer applicable</i>
15. Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	15. (i) and (ii). For works— (a)in England, the Historic Buildings and Monuments Commission for England; and (b)in Wales, the National Assembly for Wales.	<i>Consulted, no longer applicable</i>
16. Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	16. For works— (a)in England, the Historic Buildings and Monuments Commission for England; and (b)in Wales, the National Assembly for Wales.	<i>Not applicable</i>

<p>17. Works affecting:</p> <p>(i) a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981;</p> <p>(ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or</p> <p>(iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.</p>	<p>17. (ii) and (iii). For works—</p> <p>(a) in or adjacent to England, English Nature; and</p> <p>(b) in or adjacent to Wales, the Countryside Council for Wales.</p>	<p><i>Consulted, no longer applicable</i></p>
<p>18. Works affecting a National Park or an Area of Outstanding Natural Beauty.</p>	<p>18. For works—</p> <p>(a) in England, the Countryside Agency; and</p> <p>(b) in Wales, the Countryside Council for Wales.</p>	<p><i>Not applicable</i></p>
<p>19. Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or</p> <p>(ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.</p>	<p>19. The Secretary of State for Culture, Media and Sport.</p>	<p><i>Not applicable</i></p>
<p>20. Works which are within 250 metres of land which:</p> <p>(i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or</p> <p>(ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</p>	<p>20. The Environment Agency.</p>	<p><i>Not applicable</i></p>

<p>21. The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.</p>	<p>21. The hazardous substances authority as defined in that Act and the Health and Safety Executive.</p>	<p><i>Not applicable</i></p>
<p>22. Works not in accordance with a development plan and which either— (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.</p>	<p>22. (i) and (ii). For works— (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.</p>	<p><i>Not applicable</i></p>
<p>23. (i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.</p>	<p>23. The Rail Passengers' Council² or the London Transport Users' Committee³ as the case may require.</p>	<p><i>Not applicable</i></p>
<p>24. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.</p>	<p>24. Her Majesty's Railway Inspectorate.</p>	<p><i>Consulted, no longer applicable</i></p>
<p>25. Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.</p>	<p>25. The Office of Rail Regulation.</p>	<p><i>Not applicable</i></p>
<p>26. The right for a person providing transport services to use a transport system belonging to another.</p>	<p>26. The operator of the relevant transport system.</p>	<p><i>Not applicable</i></p>

² See section 21 of the Railways Act 2005

³ See section 247 of the Greater London Authority Act 1999

27. Works affecting land in which there is a Crown interest.	27. The appropriate authority for the land, within the meaning of section 25(3).	<i>Not applicable</i>
28. Works to be carried out in Greater London.	28. The Mayor of London.	<i>Not applicable</i>

**APPENDIX B – CONSULTEES GARNERED FROM SCHEDULE 6 OF THE
TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS
PROCEDURE) (ENGLAND AND WALES) RULES 2006 - THOSE TO BE
SERVED WITH NOTICE OF APPLICATION**

Authority sought for—	Documents to be deposited with—	Applicable?
<p>1. Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).</p>	<p>1. For works— (a)in or adjacent to England, English Nature; and (b)in or adjacent to Wales, the Countryside Council for Wales.</p>	<p><i>Not applicable</i></p>
<p>2. Works affecting the banks or the bed of, or the subsoil beneath, a river.</p>	<p>2. The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a)in England, English Nature; and (b)in Wales, the Countryside Council for Wales.</p>	<p><i>Not applicable</i></p>
<p>3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.</p>	<p>3. Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a)in England, English Nature; and (b)in Wales, the Countryside Council for Wales</p>	<p><i>Not applicable</i></p>
<p>4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.</p>	<p>4. The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway</p>	<p><i>Not applicable</i></p>
<p>5. Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto</p>	<p>5. The Environment Agency</p>	<p><i>Not applicable</i></p>

land under Chapter 2 of Part 3 of the Water Resources Act 1991.		
6. Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; (ii) any other classified road.	(i) 6. For works— (a)in England, the Secretary of State for Transport (marked “for the attention of the Highways Agency”); and (b)in Wales, the National Assembly for Wales. (ii)The relevant highway authority	<i>Not applicable</i>
7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	7. Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	<i>Not applicable</i>
8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	8. The Theatres Trust.	<i>Not applicable</i>
9. The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	9. The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	<i>Not applicable</i>
10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the	10. The Church Commissioners	<i>Not applicable</i>

Acquisition of Land Act 1981).		
11. Works in Greater London or a metropolitan county.	11. The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996	<i>Not applicable</i>
12. The right to monitor, survey or investigate land (including any right to make trial holes in land).	12. Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land	Applicable None identified at the point of publishing this document
13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	13. Every universal service provider affected.	<i>Not applicable</i>
14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	14. The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 or under Part 2 of the Coal Industry Act 1994	<i>Not applicable</i>
15. Works for which an environmental impact assessment is required.	15. For works— (a) in England, the Commission for Architecture and the Built Environment; and (b) in Wales, the Design Commission for Wales.	<i>Not applicable</i>

<p>16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.</p>	<p>16. Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.</p>	<p>Applicable</p> <p>None identified at the point of publishing this document</p>
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APPENDIX C – AMENITY GROUPS – ANNEX 4 OF THE DEPARTMENT
FOR TRANSPORT'S (DFT) GUIDANCE 'A GUIDE TO TWA PROCEDURES'

CONTENT OF APPLICATION	CONSULTEE	Applicable?
1 Works involving new or modified passenger transport services	Disabled Persons Transport Advisory Committee Any local consultative body representing recognised transport users groups	Applicable
2 Works or other proposals relating to inland waterways	Association of Waterways Cruising Clubs Residential Boat Owners Association British Marine Industries Federation	<i>Not applicable</i>
3 Works affecting land protected under section 6(1)(b) of the Green Belt (London and Home Counties) Act 1938	The London Green Belt Council Open Spaces Society Ramblers Association	<i>Not applicable</i>
4 Works affecting green field sites	Campaign to Protect Rural England Campaign for the Protection of Rural Wales Country Land and Business Association The relevant County Wildlife Trust Royal Society for the Protection of Birds Town and Country Planning Association	<i>Not applicable</i>
5 Works affecting commons, open spaces and allotments (as defined in section 19(4) of the Acquisition of Land Act 1981)	The relevant County Wildlife Trust Open Spaces Society Ramblers Association Royal Society for the Protection of Birds	<i>Not applicable</i>
6 Works affecting or adjoining land belonging to the National Trust	The National Trust	<i>Not applicable</i>
7 Works affecting agricultural land	Country Land and Business Association National Farmers Union	Applicable
8 Works affecting the foreshore, river estuaries or river banks	The relevant County Wildlife Trust Royal Society for the Protection of Birds	<i>Not applicable</i>
9 Works interfering with rights of navigation for sea-going vessels	British Marine Industries Federation Chamber of Shipping Royal Yachting Association	<i>Not applicable</i>
10 Works affecting conservation areas, listed buildings and scheduled monuments	Joint Committee of the National Amenity Societies	Applicable

11 Works affecting other nationally important buildings or monuments or sites of archaeological interest registered in County Sites & Monuments Records (SMRs)	In or adjacent to England, English Heritage In or adjacent to Wales, the National Assembly for Wales (Cadw) and the Royal Commission on Ancient and Historical Monuments in Wales	<i>Not applicable</i>
12 Works affecting the townscape	Civic Trust Royal Town Planning Institute Commission for Architecture and the Built Environment In Wales, the Design Commission for Wales	<i>Not applicable</i>
13 Railway Preservation Schemes	Heritage Railway Association	<i>Not applicable</i>
14 Tramway Projects	National Tramway Museum	<i>Not applicable</i>
15 Works affecting coastal waters	Marine Conservation Society National Federation of Fishermen's Organisations	<i>Not applicable</i>

APPENDIX D – LOCAL AUTHORITIES AND PARISH COUNCILS CONTACTED JUNE 2023

Local Authorities and Parish Councils Contacted June 2023
Cherwell District Council
West Oxfordshire District Council
Oxfordshire County Council
Begbroke Parish Council
Kidlington Parish Council
Tackley Parish Council
Yarnton Parish Council

Letter from WODC to confirm the formation of a bridleway at Tackley under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

From: James Nelson <[REDACTED]>
 Sent: 18 October 2023 12:19
 To: Lisa Bullock
 Subject: RE: Formation of Bridleway - Tackley

OFFICIAL

Hi Lisa,

Having been through this, my view is that the proposed re-routed track and fencing is likely to be considered permitted development under Part 18 Class A to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

I hope this is useful.

Kind regards,


James

James Nelson
Senior Planner



APPENDIX E – EXAMPLE OF WRITTEN CORRESPONDANCE TO LOCAL AUTHORITIES AND PARISH COUNCIL

OFFICIAL



Andre Thompson, Principal Planning Officer
Cherwell District Council

Community Relations
Western House
1 Holbrook Way
Swindon
SN1 1BD

2 June 2023

Dear Andrew,

The Network Rail Oxfordshire Level Crossings Transport and Works Act Order

Network Rail is developing plans to close Sandy Lane and Yarnton Lane level crossings in Oxfordshire, while implementing a permanent solution for the closure of Tackley level crossing, which has been closed under emergency measures since April 2020.

We are writing to you as we are about to begin a public consultation which will introduce the proposals, explain the works and benefits, and ask for your feedback.

About the proposed scheme

The Oxfordshire Level Crossings project is a sub-phase of Oxfordshire Connect, a joint strategy to transform the railway across Oxfordshire and beyond, increasing capacity and journey flexibility between Birmingham and Oxford.

The Oxfordshire rail corridor is a key freight route from the port of Southampton to the Midlands and the north. Every freight train removes 76 lorries from our roads, so increasing the number of rail freight services is good for the environment. But more trains on the line would increase the risk at two level crossings along the route, Sandy Lane and Yarnton.

Therefore, to reduce level crossing risk, improve safety and reduce instances of misuse, these level crossings need to be permanently closed.

It is proposed that some elements of the Oxfordshire Level Crossing programme will rely on Network Rail's Permitted Development Rights. But where we need to seek powers to close level crossings, stop up streets, powers to construct, as well as powers to acquire land and rights in land and planning permission, we may make an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport.

Our proposals are as follows:

Tackley

- Permanent closure of the level crossing
- Bridleway 379/2/10 to be stopped up in part, where it crosses the railway
- Third party land is required to construct a new bridleway to the west, starting outside Tackley Station at Nethercote Road and running adjacent to the railway towards the south before re-joining the existing Bridleway (379/25/10) near to the River Cherwell
- Heritage-style footbridge with lifts to be installed at the station, within Network Rail's boundary
- Third party land is required temporarily for a construction compound to the north and south of the level crossing to construct the station footbridge and bridleway

OFFICIAL



Sandy Lane

- Permanent closure of level crossing
- Stopping up of Sandy Lane at the railway
- Third party land required for a ramped cycling and pedestrian bridge
- Vehicles diverted via the A44 and A4260/A4095
- Residents at the east of the level crossing will be able to use the proposed restricted access link road from the A44 to Green Lane

Yarnton Lane

- Permanent closure of level crossing
- Stopping up of Yarnton Lane/Green Lane at the railway
- Stepped footbridge to be installed over the railway
- Third party land required for the restricted access A44 Link Road
- Diversion of footpath 420/4/20 over the footbridge

Benefits

- Provide capacity for an additional two freight trains per hour, with the potential of removing hundreds of HGVs from the roads
- Additional Birmingham to Oxford passenger services
- Improve safety

You can learn more by visiting our project webpage – www.networkrail.co.uk/oxfordshire1X

Have your say

Public consultation will take place from 5 June to 17 July. It aims to:

- Raise awareness of the programme
- Gather feedback from a wide range of audiences, including the local community and key stakeholders, to shape the development of the TWAO application proposals
- Explain why Network Rail needs to undertake the work
- Explain the benefits of the programme
- Provide a high-level overview of what the proposals involve including likely impacts
- Identify any local community concerns which may need to be addressed

We are holding a series of drop-in sessions for the community to meet with the project team:

Location	Dates
Yarnton Village Hall The Paddocks, Yarnton, Kidlington OX5 1TE	Saturday 10 June 15:00 – 18:00 Thursday 29 June 16:00 – 19:00
Exeter Hall Oxford Rd, Kidlington OX5 1AB	Wednesday 5 July 16:00 – 19:00
Tackley Village Hall Medcroft Rd, Tackley, Kidlington OX5 3AH	Saturday 10 June 09:00 – 12:00 Tuesday 27 June 16:00 – 19:00

You can submit your views on the consultation by completing the online survey on our webpage or by emailing your views to oxfordlevelcrossings@networkrail.co.uk. The consultation will close on Monday 17 July. You can also follow us on Twitter [@networkrailWEST](https://twitter.com/networkrailWEST).

If you have any further questions, I am happy to receive them.

Yours faithfully,

Aimi Blackmore

APPENDIX F – COUNCILLORS CONTACTED PRIOR TO PUBLIC CONSULTATION IN JUNE 2023

Councillors Contacted Prior to Public Consultation – June 2023	
Councillor	Body
Cllr Nigel Simpson	Oxfordshire County Council Cherwell District Council
Cllr Dorothy Walker	Cherwell District Council
Cllr Lesley McClean	Cherwell District Council
Cllr Andy Graham	West Oxfordshire District Council
Cllr David Robey	Kidlington Parish Council
Cllr David Brown	Yarnton Parish Council
Cllr Malcolm Ryder	Begbroke Parish Council
Cllr Liz Marshall	Tackley Parish Council
Cllr Cherie Carruthers	Tackley Parish Council
Cllr June Collier	Tackley Parish Council

APPENDIX G – LANDOWNER CONSULTATION

Leaseholder example RFI

Date: 08/02/2023
Our Ref: 534281/JH/LA/CW

Richard and Martin Brown

G J Brown & Sons
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

By Recorded Delivery

Dear Messrs Brown,

Office across the site

Re: Land edged red on the attached plan

Network Rail Infrastructure Limited (**Network Rail**) intends to promote a Transport and Works Act Order (**TWAO**) under the Transport and Works Act 1992 seeking powers to facilitate railway crossing closures and road diversions at Sandy Lane, Tackley and Yarnton. Such powers, if granted as sought, will authorise construction, operation and maintenance work and the compulsory acquisition of the land necessary to facilitate the works.

Why are we writing to you?

Prior to the submission of any application, Network Rail needs to obtain information about all the interests in the land that *may* be affected. Network Rail has appointed Bruton Knowles as land referencing agents to carry out this exercise, and to seek and obtain this information from landowners and occupiers voluntarily. From our initial land referencing investigations and information procured from the Land Registry, we believe you have a legal interest in the land outlined red on the attached plan which could be affected by the project. For example, this could be that you own or lease the property, occupy the property or have a right over the land.

We would like you to confirm your interest in this property or land and we also request details of any other parties that have a legal interest in the property or land, so that we can ensure that all those potentially affected by the scheme are identified and can be included in future consultation correspondence. The consultation process provides an opportunity to help shape the proposals. We would be grateful for your assistance in this matter and look forward to receiving your response to the enclosed questionnaire as soon as possible.

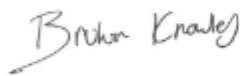
Information needed from you

1. Refer to the enclosed title plan(s) which indicates the area of land or property (edged red) that we believe you have an interest in.
2. Complete the enclosed form relating to the title.
3. Mark on the enclosed plan any additional parcels of land which you have an interest in.
4. Return the completed form by 24th February 2023. Return can be done via the enclosed pre-paid envelope or by email to _____ or _____

Network Rail and their agents will process your personal information in this questionnaire in accordance with the General Data Protection Regulation (GDPR), Data Protection Act 2018. The information will be used in order to comply with the legal requirements involved in preparing any application for a TWAO in accordance with the Transport and Works Act 1992, the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and associated legislation. The TWAO application documents will include details of the land and interests required as part of the scheme including a book of reference and land plans. Please note that the TWAO application documents all will be available for public inspection once they have been submitted to the Transport Infrastructure Planning Unit. The information you provide in completing this questionnaire will be used not only to prepare these documents, but also may be used in order to keep you informed about the progress of the scheme and the application.

If you would like any help completing the form or if you have any queries, please do not hesitate to email _____ or phone on _____

Your faithfully,

A handwritten signature in black ink that reads "Bruton Knowles". The signature is written in a cursive style.

Bruton Knowles

Enc:

- Title Plan
- 2x Reply Form (1x Spare)
- Pre-paid Envelope

Freeholder RFI Example

Date: 24/03/2023
Our Ref: 534281/JH/LA/CW

Mr Andrew Charles Peake

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

By Email to Hywel Morse

Dear Mr Peake,

office across the site

Re: Land edged red on the attached plan

Network Rail Infrastructure Limited (**Network Rail**) intends to promote a Transport and Works Act Order (TWAO) under the Transport and Works Act 1992 seeking powers to facilitate railway crossing closures and road diversions at Sandy Lane, Tackley and Yarnton. Such powers, if granted as sought, will authorise construction, operation and maintenance work and the compulsory acquisition of the land necessary to facilitate the works.

Why are we writing to you?

Prior to the submission of any application, Network Rail needs to obtain information about all the interests in the land that may be affected. Network Rail has appointed Bruton Knowles as land referencing agents to carry out this exercise, and to seek and obtain this information from landowners and occupiers voluntarily. From our initial land referencing investigations and information procured from the Land Registry, we believe you have a legal interest in the land outlined red on the attached plan which could be affected by the project. For example, this could be that you own or lease the property, occupy the property or have a right over the land.

We would like you to confirm your interest in this property or land and we also request details of any other parties that have a legal interest in the property or land, so that we can ensure that all those potentially affected by the scheme are identified and can be included in future consultation correspondence. The consultation process provides an opportunity to help shape the proposals. We would be grateful for your assistance in this matter and look forward to receiving your response to the enclosed questionnaire as soon as possible.

Example RFI to Statutory Undertakers

Date: 17/03/2023
Our Ref: 534281/JH/LA/CW

The Secretary

[Redacted]
[Redacted]
[Redacted]
[Redacted]

By Recorded Delivery

Dear Sirs,

Re: Land edged red on the attached plan

Network Rail Infrastructure Limited (**Network Rail**) intends to promote a Transport and Works Act Order (**TWAO**) under the Transport and Works Act 1992 seeking powers to facilitate railway crossing closures and road diversions at Sandy Lane, **Tackley** and **Yarrilton**. Such powers, if granted as sought, will authorise construction, operation and maintenance work and the compulsory acquisition of the land necessary to facilitate the works.

Why are we writing to you?

Prior to the submission of any application, Network Rail needs to obtain information about all the interests in the land that may be affected. Network Rail has appointed Bruton Knowles as land referencing agents to carry out this exercise, and to seek and obtain this information from landowners and occupiers voluntarily. From our initial land referencing investigations and information procured from the Land Registry, we believe you have a legal interest in the land outlined red on the attached plan which could be affected by the project. For example, this could be that you own or lease the property, occupy the property or have a right over the land.

Thank you for providing some detail on your interest in the land outlined red on the attached plan. To ensure completeness and to confirm what your interest is in the land or property, Network Rail would like you to complete this questionnaire to confirm your interest in this property or land. We also request details of any other parties that have a legal interest in the property or land, so that we can ensure that all those potentially affected by the scheme are identified and can be included in future consultation correspondence. The consultation process provides an opportunity to help shape the proposals. We would

be grateful for your assistance in this matter and look forward to receiving your response to the enclosed questionnaire as soon as possible.

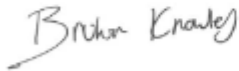
Information needed from you

1. Refer to the enclosed title plan(s) which indicates the area of land or property (edged red) that we believe you have an interest in.
2. Complete the enclosed form relating to the title.
3. Mark on the enclosed plan any additional parcels of land which you have an interest in.
4. Return the completed form at your earliest convenience. Return can be done via the enclosed pre-paid envelope or by email to bruton.knowles@networkrail.co.uk

Network Rail and their agents will process your personal information in this questionnaire in accordance with the General Data Protection Regulation (GDPR), Data Protection Act 2018. The information will be used in order to comply with the legal requirements involved in preparing any application for a TWAO in accordance with the Transport and Works Act 1992, the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and associated legislation. The TWAO application documents will include details of the land and interests required as part of the scheme including a book of reference and land plans. Please note that the TWAO application documents all will be available for public inspection once they have been submitted to the Transport Infrastructure Planning Unit. The information you provide in completing this questionnaire will be used not only to prepare these documents, but also may be used in order to keep you informed about the progress of the scheme and the application.

If you would like any help completing the form or if you have any queries, please do not hesitate to email bruton.knowles@networkrail.co.uk or phone on [0345 300 9000](tel:0345 300 9000)

Your faithfully,

A handwritten signature in black ink that reads "Bruton Knowles". The signature is written in a cursive style with a large initial 'B'.

Bruton Knowles

Enc:

- Title Plan
- 2x Reply Form (1x Spare)
- Pre-paid Envelope

APPENDIX H – PUBLIC CONSULTATION JUNE – JULY 2023 –
CONSULTATION BOOKLET

T-COVER

Oxfordshire Level Crossings Public Consultation



5 June – 17 July 2023

Have your say

T-COVER

The Oxfordshire Level Crossings Project

Background

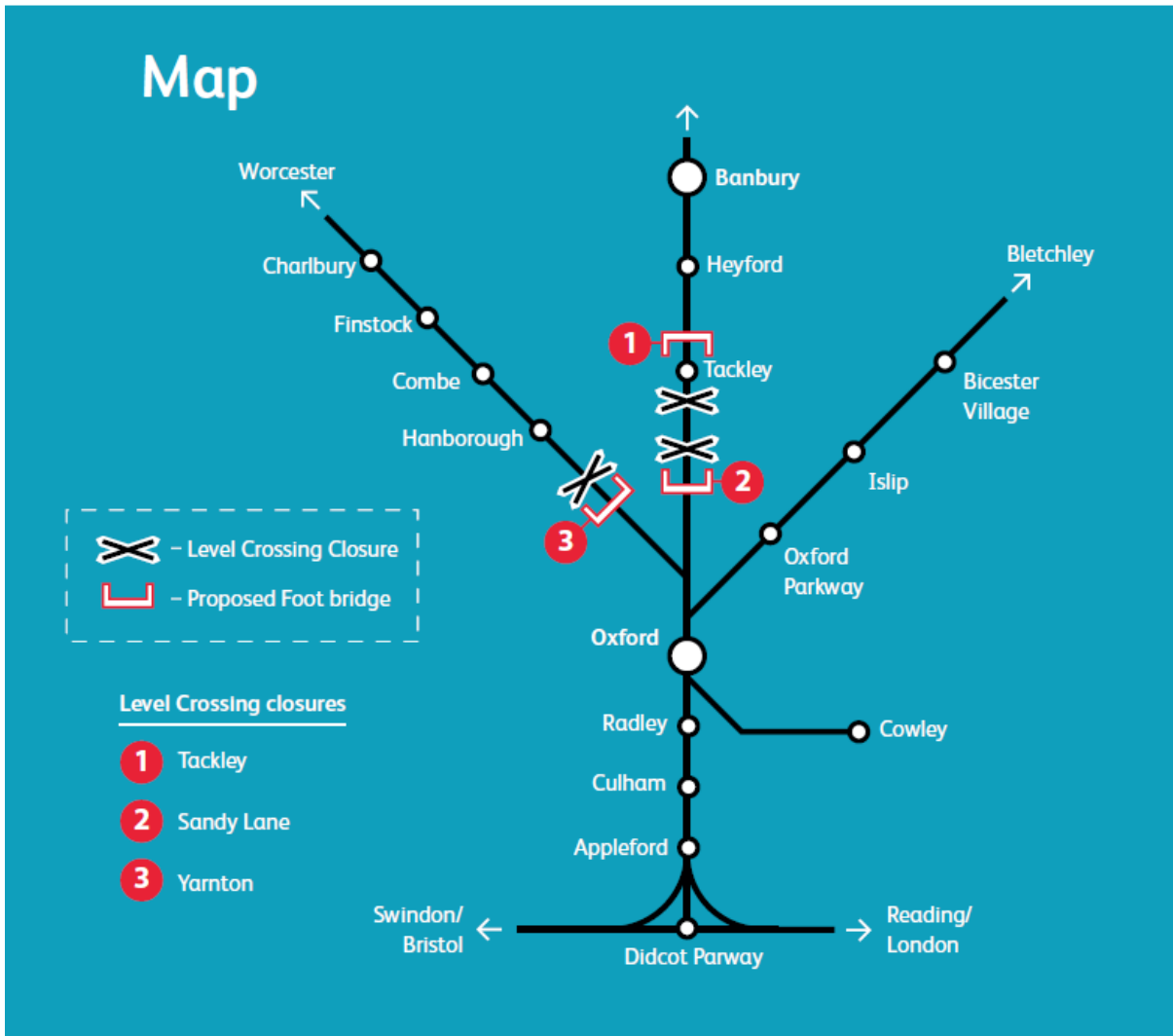
The Oxfordshire Level Crossings project is a sub-phase of Oxfordshire Connect, a joint strategy to transform the railway across Oxfordshire and beyond, increasing capacity and journey flexibility between Birmingham and Oxford.

The Oxfordshire corridor is a key freight route from the port of Southampton to the Midlands and the north. Increasing demand for rail freight services means more train paths are required, which would increase the risk at two level crossings along the route at Sandy Lane and Yarnton Lane.

Therefore, to reduce level crossing risk, improve safety and reduce instances of misuse, these level crossings need to be closed. Additionally, Network Rail need to implement a permanent solution at Tackley level crossing, which was closed under emergency measures in 2020.

To secure land required for the alternative solutions proposed, Network Rail may need to apply for a Transport and Works Act Order to the Secretary of State.





Our Plans

We are proposing the closure of Tackley, Sandy Lane and Yarnton level crossings to all users, implementing new solutions to cross the railway.

This includes a ramped footbridge and cycleway at Sandy Lane, a stepped footbridge at Yarnton – Green Lane, with a new footbridge and bridleway at Tackley.



Benefits

Closing the three crossings would allow us to:

- ✓ Provide capacity for an additional two freight trains per hour, with the potential of removing HGVs from the roads
- ✓ Additional Birmingham to Oxford services
- ✓ Improve safety



Tackley Level Crossing

Tackley level crossing was closed under emergency measures in 2020. A permanent solution has now been developed, which will integrate with the wider programme.

A new “heritage style” stepped footbridge with lifts will replace the current scaffold bridge but will be moved 50 metres back into the cutting, so it is less intrusive to the community. This structure is within our land boundary, so will not be included within a Transport and Works Act Order.

A new bridleway is proposed to be constructed to the west, running adjacent to the railway and joining up with existing bridleway 379/25/10.

Temporary construction compounds will be needed to the north and south to construct the new bridge and bridleway.

Third party land will be needed both temporarily and permanently for the proposals.



Sandy Lane

Sandy Lane level crossing will be closed and the road stopped up at the railway. We are proposing the installation of a ramped pedestrian and cycle bridge to keep the community connected.

In addition, we will be installing turning circles either side of the railway.

A new restricted access link road is proposed from the A44 to Green Lane, to allow residents and landowners on the east of the railway access to their property. The surface of Green Lane will also be improved.

A temporary construction compound will be required to deliver these works.

Third party land will be needed both temporarily and permanently for the proposals.



Yarnton

Yarnton Lane, Green Lane level crossing will be closed and the road stopped up at the railway. We are proposing the installation of a stepped footbridge with wheeling ramps for cyclists for access over the railway. This bridge will have passive provision for ramps to be added later if required.

A new restricted access link road is proposed from the A44 to Green Lane, allowing residents and landowners on the east of the railway to access to their property. The surface of Green Lane will also be improved.

The current footpath over the level crossing will be diverted over the footbridge.

A temporary construction compound will be required to deliver these works.

Third party land will be needed both temporarily and permanently for the proposals.





Environment

We are committed to working with local communities, local stakeholders and statutory bodies to better understand the areas we are likely to be working in. Network Rail takes its responsibility to the environment very seriously and will ensure that the correct assessments are undertaken to mitigate any potential impact.

Consent

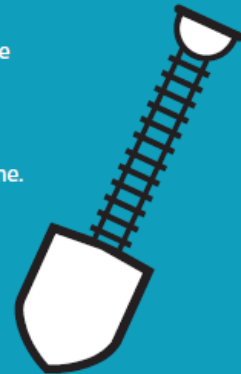
Transport and Works Act Order

As some of these proposals fall outside of Network Rail's boundary we will apply to the Secretary of State for Transport for a Transport and Works Act Order (TWAO).

The Order will authorise both the construction of these works and to use land outside the railway boundary either temporarily or permanently for the construction of Scheme.

As our proposals have developed over the years, we have been in direct contact with affected landowners and residents and will continue to do so.

To secure land required for the alternative solutions proposed, Network Rail may need to apply for a Transport and Works Act Order to the Secretary of State.

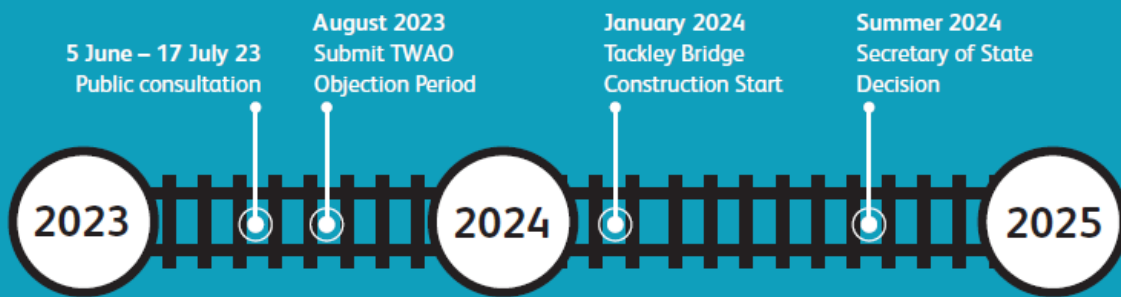


Transport and Works Act Order continued

The installation of the footbridge with lifts at Tackley station is within the railway's operational development area for which Network Rail has statutory powers, although we will be required to submit the details to West Oxfordshire District Council for Prior Approval planning consent regarding the design and siting of the proposed works.



Timeline



Have your say/how to get involved?

We will be holding drop-in sessions for you to meet with the team and to discuss our proposals at the following times and dates:



Tackley Village Hall, Medcroft Rd, Tackley, Kidlington OX5 3AH
Saturday 10th June 2023 09:00 – 12:00 and Tuesday XXX June 16:00 – 19:00



Yarnton Village Hall, The Paddocks, Yarnton, Kidlington OX5 1TE
Saturday 10th June 15:00 – 18:00 Thursday 29th June 16:00 – 19:00



Exeter Hall, Oxford Rd, Kidlington OX5 1AB
Wednesday 5th July 16:00 – 19:00

Contact us



Email us at:
oxfordlevelcrossings@networkrail.co.uk



Network Rail 24hr helpline
03457 11 41 41



Please follow us on Twitter
@NRWEST

11-FORM1

11-FORM1

THE OXFORDSHIRE LEVEL CROSSINGS PROJECT

Fill out the form below, fold in half and glue together. Send back to us (no stamp required).

1) How do you feel about our wider Oxfordshire Connect proposals improving capacity on the Network?

- Strongly support Support Undecided Do not support Strongly do not support
- No response

Please give a reason for your choice

2) Which area are you affected by the most?

- Tackley Sandy Lane Yarnton

3) Do you feel about our proposals to improve safety at these level crossings?

- Strongly support Support Undecided Do not support Strongly do not support
- No response

Please give a reason for your choice

11-FORM1

4) Do you have any further comments to make about the proposals?

Your details

Name (to communicate with you):

Postcode (to identify concerns/opportunities by location):

Email address (to contact you if you have raised a concern):

You can find further details of how Network Rail holds and uses personal data at www.networkrail.co.uk/privacy-notice/

Would you like to be added to our mailing list? Yes No

Are you happy for Network Rail to contact you via email to find out more about your views?

Privacy notice

The information will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. The information you provide will be used to help the decision-making in this scheme.

We may share your feedback with our consultants but not your personal data. We may publish your response but not your personal details or pass them to any other organisation.

If you have consented to be added to our mailing list, we will send you updates and progress about the project. You retain the right to opt out of the mailing list at all times.

11-FORM1

OFFICIAL

12-FORM4

12-FORM4

Business Reply Plus
Licence Number
RUEY-SUBH-ZRYE



Network Rail Ltd
Western House
1 Holbrook Way
Swindon
SN1 1BD

12-FORM4

12-FORM4

APPENDIX I – SAMPLE VISUALISATIONS

Sandy Lane - Proposed Footbridge

South View



-Image No.



-View Direction

This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

Sandy Lane - Proposed Footbridge

North View

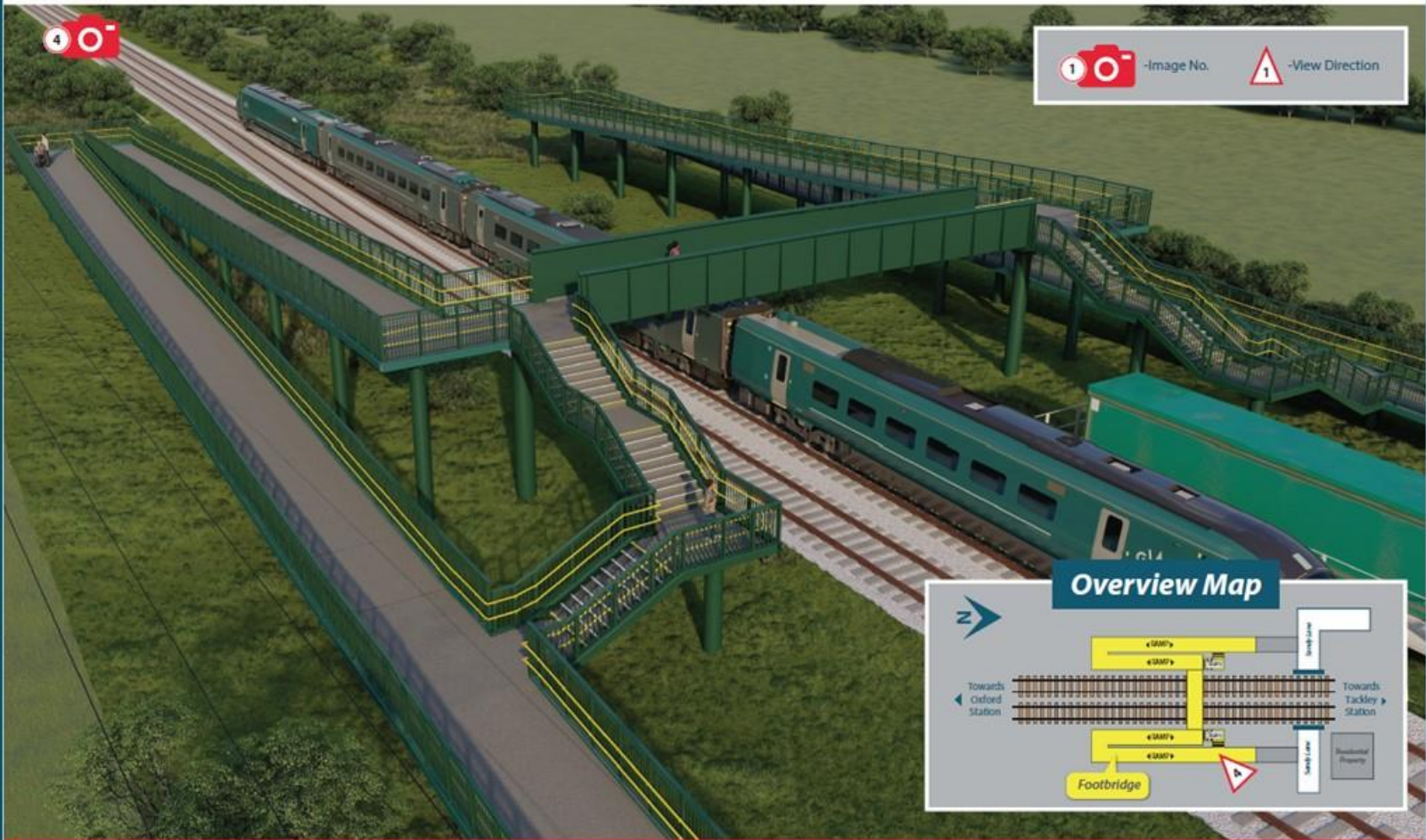


This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

Sandy Lane - Proposed Footbridge

South West View

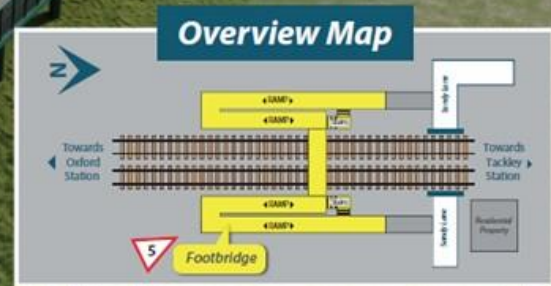


This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

Sandy Lane - Proposed Footbridge

North West view



This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

Sandy Lane - Proposed Footbridge

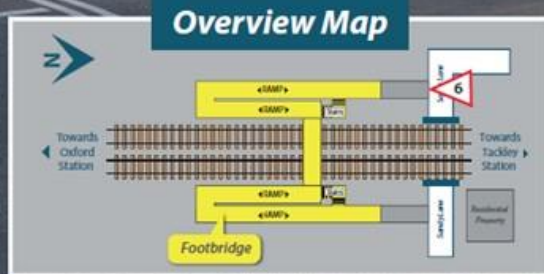
Approach (West side)



-Image No.



-View Direction

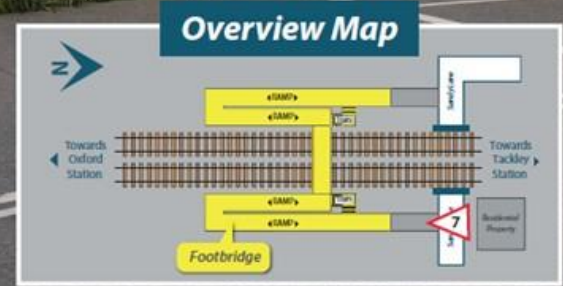


This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

Sandy Lane - Proposed Footbridge

Approach (East side)



This is a graphical representation of the new bridge based on current designs

12/05/23 V1.0

APPENDIX J – SAMPLE LETTER TO RESIDENTS



The Occupier

Community Relations
Western House
1 Holbrook Way
Swindon
SN1 1BD

Network Rail 24-hour
National Helpline
03457 11 41 41

15 June 2023

Dear neighbour,

RE: Oxfordshire level crossings public consultation

Network Rail is developing plans to close Sandy Lane and Yarnton Lane level crossings in Oxfordshire and implement a permanent solution for the closure of Tockley level crossing, which has been closed under emergency measures since April 2020.

We are writing to you as we undertake a public consultation that introduces the proposals, explains the works and benefits, and asks for your feedback.

About the proposed scheme

The Oxfordshire Level Crossings project is a sub-phase of Oxfordshire Connect, a joint strategy to transform the railway across Oxfordshire and beyond, increasing capacity and journey flexibility between Birmingham and Oxford.

The Oxfordshire rail corridor is a key freight route from the port of Southampton to the Midlands and the north. Every freight train removes 76 lorries from our roads, so increasing the number of rail freight services is good for the environment. But more trains on the line would increase the risk at two level crossings along the route, Sandy Lane and Yarnton.

Therefore, to reduce level crossing risk, improve safety and reduce instances of misuse, these level crossings need to be permanently closed.

To secure the land and consents required, we may make an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport.

If you are thinking about doing any work on or near the railway infrastructure, please contact us so we can provide expert advice and assistance.



Our proposals are as follows:

Sandy Lane

Sandy Lane level crossing will be closed, and the road stopped up at the railway. We are proposing the installation of a ramped pedestrian and cycle bridge to keep the community connected.

In addition, we will be installing turning circles either side of the railway.

A new restricted access link road is proposed from the A44 to Green Lane, to allow residents and landowners on the east of the railway access to their property. The surface of Green Lane will also be improved.

A temporary construction compound will be required to deliver these works.

Third party land will be needed both temporarily and permanently for the proposals.



Yarnton Lane

Yarnton Lane - Green Lane level crossing will be closed and the road stopped up at the railway.

We are proposing the installation of a stepped footbridge with wheeling ramps for cyclists for access over the railway. This bridge will have passive provision for ramps to be added later if required.

A new restricted access link road is proposed from the A44 to Green Lane, allowing residents and landowners on the east of the railway to access to their property. The surface of Green Lane will also be improved.

The current footpath over the level crossing will be diverted over the footbridge.

A temporary construction compound will be required to deliver these works.

Third party land will be needed both temporarily and permanently for the proposals.

If you are thinking about doing any work on or near the railway infrastructure, please contact us so we can provide expert advice and assistance.



Tackley

Tackley level crossing was closed under emergency measures in 2020. A permanent solution has now been developed, which will integrate with the wider programme.

A new “heritage style” stepped footbridge with lifts will replace the current scaffold bridge but will be moved 50 metres back into the cutting, so it is less intrusive to the community. This structure is within our land boundary, so will not be included within a Transport and Works Act Order.

A new bridleway is proposed to be constructed to the west, running adjacent to the railway and joining up with existing bridleway 379/25/10.

Temporary construction compounds will be needed to the north and south to construct the new bridge and bridleway.

Third party land will be needed both temporarily and permanently for the proposals.



Benefits

- Provide capacity for an additional two freight trains per hour, with the potential of removing hundreds of HGVs from the roads

If you are thinking about doing any work on or near the railway infrastructure, please contact us so we can provide expert advice and assistance.



- Additional Birmingham to Oxford passenger services
- Improve safety

You can learn more and respond to the consultation by visiting our webpage:
www.networkrail.co.uk/oxfordshireLX

Environment

We are committed to working with local communities, local stakeholders, and statutory bodies to better understand the areas we are likely to be working in. Network Rail takes its responsibility to the environment very seriously and will ensure that the correct assessments are undertaken to mitigate any potential impact.

Consent

As some of these proposals fall outside of Network Rail’s boundary we may apply to the Secretary of State for Transport for a Transport and Works Act Order (TWAO). If approved, the Order will authorise both the construction of these works and to use land outside the railway boundary either temporarily or permanently for the construction of Scheme. As our proposals have developed over the years, we have been in direct contact with affected landowners and residents and will continue to do so.

Have your say

The public consultation runs until Monday 17 July.

We are holding a series of drop-in sessions for you to meet with the project team:

Location	Dates
Yarnton Village Hall The Paddocks, Yarnton, Kidlington OX5 1TE	Thursday 29 June 16:00 – 19:00
Exeter Hall Oxford Rd, Kidlington OX5 1AB	Wednesday 5 July 16:00 – 19:00
Tackley Village Hall Medcroft Rd, Tackley, Kidlington OX5 3AH	Tuesday 27 June 16:00 – 19:00

You can submit your views on the consultation by completing the online survey on our webpage or by emailing your views to oxfordlevelcrossings@networkrail.co.uk.

The consultation will close on Monday 17 July. If you’d rather submit your views by post, please email us or call our 24-hour helpline on 03457 114141 to request a leaflet. You can also follow us on Twitter @networkrailWEST.

If you have any further questions, please get in touch.

Yours faithfully,

Louis Berton
 Consultation Manager



If you are thinking about doing any work on or near the railway infrastructure, please contact us so we can provide expert advice and assistance.