

Transport and Works Act 1992**The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006****Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order****CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS****1. Introduction:**

- 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. The proposed order is termed the Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order (**'the Order'**).
- 1.2 The purpose of the Order is to facilitate improved capacity and capability on the "Oxford Corridor" (Didcot North Junction to Aynho Junction) to meet the Strategic Business Plan objectives for capacity enhancement and journey time improvements. As well as enhancements to rail infrastructure, improvements to highways are being undertaken as part of the works. Together, these form part of Oxford Corridor Phase 2 ('the Project').
- 1.3 The Project forms part of a package of rail enhancement schemes which deliver significant economic and strategic benefits to the wider Oxford area and the country. The enhanced infrastructure in the Oxford area will provide benefits for both freight and passenger services, as well as enable further schemes in this strategically important rail corridor, including the introduction of East West Rail services in 2024.
- 1.4 The Order would, if made, confer statutory powers for Network Rail to compulsorily acquire the land and rights required to facilitate the construction, maintenance and operation of the Project.

2. Background

- 2.1 Rail is a key element of Oxfordshire's transport system, with over 20.5 million journeys made to and from Oxfordshire stations in 2018-19. Journeys to and from stations in Oxfordshire have increased by 69% in the 10 years to 2019 against a UK average of 42%.
- 2.2 Oxford station is by far the busiest of Oxfordshire stations with 8.27 million journeys in 2018-19, an increase of 63% over ten years. Oxford is the 5th busiest station in Network Rail's Wales & Western region.
- 2.3 Future projections suggest that passenger numbers at Oxford station will grow significantly over the next 15 years. With the introduction of the December 2019 timetable,

Oxford Station is nearing full capacity and cannot robustly accommodate the further growth and service enhancements planned to be introduced in 2024.

2.4 The constraints at Oxford Station include both platform availability and pedestrian flow capacity, restricting the transition of journeys from private car to public and active modes of transport.

2.5 Botley Road Bridge is a significant constraint to both the road and rail network. Public consultation has identified the bridge as a major disincentive to cycling to the railway station, bus station, and wider city centre from the west due to the narrow width of the highway and footpaths. Furthermore, road clearances are currently too constrained to enable standard height double-decker buses to travel under the rail bridge.

2.6 Investment delivered between 2014 and 2019 led to significant improvements to rail capacity in the Oxford corridor through 3 separate projects. The combined outputs of Oxford Corridor Phase 0 and 1, East West Rail Phase 1, and Southampton Freight Train Lengthening (STFL) led to the provision of a passenger connection between Oxford and the Chiltern Mainline at Bicester, an additional bay platform at Oxford station for Chiltern Railways services to London Marylebone, additional track to allow the extension of freight trains, and re-signalling works to maximise the potential of the existing track layouts. However, elements of the scheme were deferred, which has meant the creation of a railway fit for the needs of the 2020s and 2030s is yet to be completed.

2.7 Improving rail's service offering is vital to support wider benefits including connectivity to jobs and housing as well as supporting regional economic growth.

3. Oxford Station Phase 2 Improvements Works:

3.1 The options for the location of the station have been limited since its original construction. The provision of additional platform capacity at Oxford Station is severely constrained by the surrounding land which means that only a narrow strip of land to the west and to the east are available for the construction of a new platform.

3.2 These constraints mean that any expansion of Oxford Station requires a Transport and Works Act Order (TWAO) for land acquisition outside of Network Rail's ownership. The Order provides for compensation for compulsory interests and new rights.

3.3 The works at Oxford Station requiring the proposed Order are summarised as follows:

- A new through platform on the west side of Oxford station to form a second face to the existing Platform 4, including additional waiting facilities, toilets, retail units and construction of a new canopy along the platform length.
- New track connections to the line from Platform 5, which will allow trains to leave both Platform 4 and 5 at the same time.
- A new western station entrance from Roger Dudman Way, off Botley Road.
- A new span over Botley Road to accommodate the additional downside platform. This will incorporate highways improvements to provide a dedicated cycleway and

footpaths and improve the road gradient and clearances below the bridge to allow the use of normal height double decker buses, as well as passive provision for an additional span to the east.

- Re-routing of Roger Dudman Way, removing the junction where it joins Botley Road and creating a new access onto Cripsey Road.
- Replacement of road span of Sheepwash Bridge and adjoining footbridge structure on a new alignment.

3.4 Network Rail has extensive permitted development rights under Part 18 of the General Permitted Development Order (GPDO) 2015. A requirement of Part 18 of the GPDO (Prior Approval) a separate application for Prior Approval will be submitted to Oxford City Council as Local Planning Authority, the Prior Approval process is engaged where works are proposed to buildings, bridges and alteration to the highway. Accordingly, Network Rail is in the process of preparing a Prior Approval application for submission to Oxford City Council in relation to those works which make up the Phase 2 Improvements.

3.5 To facilitate the construction, maintenance and operation of the Project, Network Rail is seeking powers under the Order to acquire compulsorily the necessary land and rights and to extinguish third party rights over certain parts of the Order Land. The Order is therefore necessary to enable Network Rail to carry out the works identified in paragraph 3.3 above.

4. Key Objectives

4.1 The project unlocks physical and timetabling constraints at Oxford station, delivering additional performance and capacity to enable the introduction of new services necessary to unlock wider economic benefits.

4.2 The outcomes delivered by this scheme include:

- Platform capacity at Oxford to accommodate an additional 3 trains per hour into Oxford. This is to enable the introduction of East West Rail and Chiltern Railways services, providing improved connectivity to Banbury, Birmingham and throughout the Oxford-Cambridge Arc in support of planned housing and jobs growth.
- Journey time improvements for passengers using Platform 4 travelling west on Botley Road.
- Pedestrian flows through the station that are compliant to industry standards for existing and forecast demand growth, supporting the attractiveness of rail as a transport mode.
- Dedicated cycleways through Botley Road underbridge and improved height clearance for buses, to enable a modal shift from cars to active and public modes of transport from West Oxford.
- Extensive public realm improvements.
- Support for future electrification through Oxford station, by rebuilding the canopy on Platform 4 that would be non-compliant with overhead line electrification masts.
- Enables the future re-development of the east side of the station by providing an additional station entrance for use during construction works.
- Additional capacity to enable further service enhancements to align with connectivity improvements identified in the Oxfordshire Rail Corridor Study and Midlands Rail Hub.

- Catalyse major adjacent development opportunities in Oxford's West End, alongside the station development, by improving connectivity and accessibility. This will help accelerate the creation of high value, productive growth in the city centre and wider region.