

Cabinet 18 July 2017 – East West Rail

Addendum of detailed comments on Consultation proposals

Subject Area	Comment / Issue / Concern	Proposed Action/Outcome
Transport Assessment		
Overall	<p>TA not complete and information, e.g. annexes outlining detail, missing.</p> <p>The TA currently does not include any mitigation proposals.</p> <p>Existing baseline conditions have not been set out.</p> <p>Other omitted information includes trip distribution methodology, construction routes, trip generation at stations and Highway impact assessments</p>	<p>Work to be completed by EWR Alliance to update and finalize the TA</p> <p>Will need to be reviewed and agreed with OCC and Bucks County Council as the principal Highway Authorities prior to T&WA submission</p>
Limitations and Assumptions	<p>TA does not take into account combined HS2 impacts</p> <p>Future passenger growth scenarios need reviewing</p> <p>Assessment of operational impacts needs to be updated and agreed</p> <p>Assumption of travel to the stations, including mode share, needs to be reviewed and agreed</p> <p>Strategic context, e.g. Bicester Area Strategy from LTP4, needs to be updated</p>	<p>Stated that HS2 impacts will be picked up in final TA</p> <p>OCC to feed in latest growth projections and ensure these are reflected in final Transport Assessment</p> <p>Rail industry modelling assumptions also need to be checked and updated by EWR Alliance</p> <p>The final ES will need to consider the traffic benefits of modal shift to rail</p>
Approach and Methodology	<p>Baseline Conditions not developed</p> <p>Level Crossings only assessed within the Study Area – <i>impacts</i> on London Road Level Crossing in Bicester needs to be included in scope</p> <p>HGV / Haul Routes are still subject to final agreement</p>	<p>Essential that impacts at LRLC are included, even if works at the crossing are not in scope of this phase</p> <p>EWR Alliance are revising construction and haulage proposals – these will need to be assessed and agreed</p>
Operational Phase Assessment	<p>Needs to be based on updated local plans – especially Cherwell and Aylesbury Vale, to account for greater levels of planned growth</p>	<p>Planning Authority to feed in latest growth projections and ensure these are reflected in final TA.</p>

Accessibility Assessment	We do not have Rights of Way Appendices	The whole section on RoW in the TA needs to be updated and checked
Construction Phase Assessment	The list of junctions assessed is not comprehensive and construction routes are not yet agreed. Some information has been supplied about temporary road closures, but there is insufficient information for us to comment on acceptability. Cannot agree list of junctions until we have a complete picture	EWR Alliance is updating construction/haulage approach, which we will need to review/agree (including junctions to be assessed) prior to T&WA Order submission
Cultural Heritage		
Overall	A number of detailed issues within the assessments, including methodology, which have yet to be addressed.	New Alliance consultant taking over and reassessing and updating the work so far - this will give an opportunity to address any omissions
Rights of Way		
Access to the Network and Crossings	An accommodation bridge is proposed to replace the existing Manor Farm level crossing. Consideration should be given to providing a public footpath across this structure. This would enable people with mobility issues that are not able to use the stepped overbridge at Grange Farm to access the public rights of way network north of the railway. This would provide a great benefit to the community and mitigate the impact of losing the three level crossings which will be replaced with the one stepped footbridge	Proposal to be submitted to Network Rail for consideration as part of our consultation response
Rights of Way Alignment	Plan 133735_2A-EWR-OXD-108600-DR-T-001004 shows a new path being created between F/2A/9 and F/2A/10. There is currently an outline planning application with Cherwell District Council for a residential development on this site. As this will bring about changes it is important that the alignment of the new footpath in the	Proposed for the limits of deviation within the TWAO to be increased in this area to allow for an adjustment of the route

	<p>TWAO corresponds to the proposals within the application. If the new footpath that is created by the TWAO cannot be accommodated on the given alignment within the new development it would subsequently have to be diverted at extra expense.</p> <p>Plan 133735_2A-EWR-OXD-108600-DR-T-001004 shows footpath 272/9/20 being temporarily diverted into the school field and around the Launton Sports and Social Club. The section around the Club could be a permanent diversion as it is currently obstructed by the club. This would be a benefit to the existing rights of way network</p>	<p>Proposal to be submitted to Network Rail for consideration as part of our consultation response</p>
General Comments		
	<p>The ES says that the sensitivity of receptors has not yet been established, so the significance of impacts has not been assessed.</p>	<p>OCC to input into this process in liaison with Network Rail</p>

Additional points raised following consultation events at Bicester and Launton:

1. General support for the scheme and the benefits it would bring, especially enhanced connectivity to/from locations currently not accessible by rail, e.g. Milton Keynes.
2. For London Road Level crossing, general acceptance that it would be difficult and expensive to resolve, with efforts welcome to reduce barrier down time in the short term. Proposing a more explicit tie-in for a solution with future phases of East West Rail seen as important.
3. Some concerns about accessibility of rights of way in association with consolidation of crossing points (similar to views outlined above).
4. Detailed points concerning facilities provided associated with new crossing infrastructure – for example pedestrian / cycle facilities across Charbridge Lane and Bicester Road, Launton and equestrian crossing at Station Road, Launton.