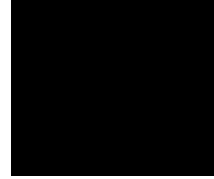




Ms S Aldous



Sent by Email

Date 9th January 2025

Dear Ms. Aldous

The Network Rail (Tackley Level Crossing) Order 202[X]

Thank you for your comments on the proposed alternative route for the replacement bridleway set out in Network Rail's consultation letter of 5 November 2025, which we received via the Transport Infrastructure Planning Unit (TIPU) on 9 December 2025. Network Rail appreciates OCC's support for the revised alignment and welcomes the detailed observations provided.

Alignment Between Points B2 and B3

OCC has noted that between points B2 and B3 the existing footpath runs between residential garden boundaries on one side and an old concrete post-and-wire fence with an associated hedgeline on the other. Network Rail can confirm that the treatment of this hedgeline has been discussed with the Tackley Estate (**Estate**). The Estate has indicated that it would be preferable for the hedge to be removed, with the resulting space, combined with the existing footpath corridor, providing the width required for the new bridleway. This approach reduces the overall land take from the Estate while still enabling a compliant and accessible route.

In addition, through our engagement and consultation with the adjacent residents, no objections have been raised regarding the removal of the hedge. Several residents have commented that its removal would be beneficial, as the hedge is currently not well maintained and its removal would increase natural light into their gardens.

Amendments to Article 9 – Gates, Fencing and Boundary Structures

We note OCC's comments on the wording of article 8(15) and the reference to article 8(1) of the updated draft Order submitted as part of the consultation documentation, including your interpretation that boundary structures—such as fences and gates—would be maintained by the adjoining landowner. We are content to confirm that this interpretation aligns with Network Rail's understanding of the draft provision.

Regarding the configuration of fencing and access structures, we also acknowledge OCC's position that:

- a) Gates should only be provided where required for stock control purposes, and
- b) Gaps should otherwise be used in accordance with British Standard 5709:2018, providing:
 - a. 1.525 m gaps on the bridleway at B2 and at the termination point, and
 - b. 1.1 m gaps for access to the footpaths at B3 and C2.

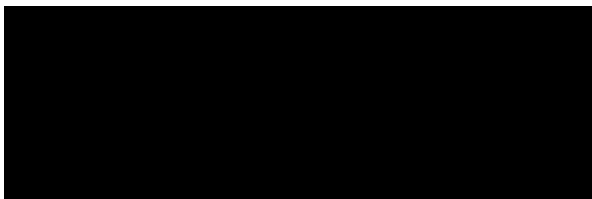
Network Rail agrees with this approach and will ensure that any structures installed or recorded as limitations in the Order are discussed and agreed with OCC in advance. The principle of the least restrictive option will be applied in all cases.

Prevention of Motor Vehicle Access

We recognise OCC's concern regarding potential misuse of the bridleway by motor vehicles. Network Rail is therefore considering the introduction of an appropriately located bollard adjacent to B2 on the land plans, to restrict unauthorised vehicular access, while maintaining suitable access for walkers, cyclists, and equestrians. This will be designed in consultation with OCC to ensure compatibility with the bridleway's intended use.

Network Rail appreciates OCC's constructive engagement in the development of the amended route and will continue to work collaboratively through the detailed design stage. Your comments will also be included within the material submitted to the Secretary of State as part of the Transport and Works Act Order decision-making process.

Yours faithfully



David Wilson

Head of Consents and Environmental Planning