

# Network Rail (Tackley Level Crossing) Order 20[ ]

## Statement of Common Ground

### OBJ1 – Malcolm Ridout

#### 1. Purpose of this document

- 1.1. This Statement of Common Ground (**SoCG**) has been prepared in respect of the proposed Network Rail (Tackley Level Crossing) Order 20[ ] (**Order**) applied for by Network Rail Infrastructure Limited (**Network Rail**) under the Transport and Works Act 1992.
- 1.2. This SoCG has been produced to assist the Inspector ahead of the public inquiry due to commence on 18 June 2024 by confirming the main issues under discussion between the parties to it and the position of the parties on each issue.
- 1.3. This SoCG does not seek to replicate information which is available elsewhere within the Order documents. All documents are available at the inquiry website <https://gateleyhamer-pi.com/en-gb/tackley-level-crossing/>

#### 2. Parties to this Statement of Common Ground

- 2.1. This SoCG has been prepared by (1) Network Rail and (2) Mr Malcolm Ridout (**Mr Ridout**).
- 2.2. Collectively, Network Rail and Mr Ridout are referred to as 'the parties'.

#### 3. Terminology

- 3.1. The terms used in this SoCG are defined as follows:
  - 3.1.1. "**Existing Bridleway**" – Bridleway 379/2/10 located to the east of the railway; and
  - 3.1.2. "**New Bridleway**" – New bridleway to the west of the Existing Bridleway (marked with a pink dashed line on the Land and Rights of Way Plans **[APP7]**).

| Issue                                                                                                 | Network Rail's position                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Mr Ridout's position                                                                                                                                                                                                                                                                                                                              | Status |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Main alternative options                                                                              | <p>A number of alternative options to the New Bridleway have been appropriately scoped by Network Rail, however these were either not suitable, would adversely affect landowners or would adversely affect the local community.</p> <p>The equestrian subway (referred to in SOC-OBJ-52 as Option A) presented significant engineering and environmental challenges and unjustifiably high cost to the taxpayer.</p>                                                                                                                      | A tunnel was proposed in the past. This option is preferred and should be revisited.                                                                                                                                                                                                                                                              |        |
| Impact of potential withdrawal of the permissive footpath access over the proposed stepped Footbridge | <p>Network Rail is incapable of dedicating the permissive footpath due to interference with the statutory purpose of the land. This route is on a permissive basis only which Network Rail is willing to allow to ensure connectivity with Tackley village.</p> <p>Network Rail would only withdraw the permissive route if it were appropriate for operational purposes. Given its permissive status, if it needed to be withdrawn due to operational need, Network Rail could do so without having to resort to a statutory process.</p> | Network Rail can remove the permissive footpath on a whim. Network Rail should have to provide a compelling reason to the regulator to remove permission. The easiest way to do this would be to divert the existing right of way over the new railway bridge and create a new bridleway so that horses can get to the other side of the railway. |        |
| Whether the Footbridge would impact on neighbouring land                                              | The footbridge has now been granted Prior Approval by West Oxfordshire District Council and is not being determined by the Order. Network Rail has worked to minimise the impact of the footbridge on neighbouring properties. The footbridge is now proposed to be sited within the station footprint.                                                                                                                                                                                                                                    | Earlier plans were unclear as to where the bridge would be sited. This has now been made clear by the documents made available to the inquiry. Keeping the bridge within the station is appreciated.                                                                                                                                              |        |

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|  | <p>Footbridge and station platform lighting has specific standards which must be adhered to, but it is not allowable to have no lighting:</p> <ol style="list-style-type: none"> <li>1 Lighting only comes on when it is both dark and within the normal hours of station operation; and</li> <li>2 Individual luminaires or groups of luminaires will be linked to movement sensors. Lighting will normally be illuminated at a reduced lux level but when movement is detected the lighting will ramp up to the required illuminance. After around 5 minutes of last detected movement, the lighting will reduce down to the lower lux value.</li> </ol> <p>It is also intended that the footbridge lighting will, wherever possible, be lit via lights embedded in the handrails of the bridge span / steps so that the lights will be low down in the structure.</p> | <p>Lighting for the bridge should be unobtrusive and economical for example only turning on when people use the footbridge.</p> |  |
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