

**From:** [REDACTED]  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Network Rail - Tackley Transport and Works Act Order application  
**Date:** 26 January 2024 15:16:27  
**Attachments:** [Network Rail Tackley subway prog 20200129.jpg](#)  
[NR04 - RS proposed new bridleway route map.pdf](#)

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Dear Madam/Sir

I wish to make a representation in respect of the above application.

Name: Dr F Rachel Strachan

Address: [REDACTED]

I've lived in Tackley since 1995 and have frequently used Tackley Station and the Right of Way (379/2/10) across the railway both on foot and with a bicycle. I am a member and Walks Leader of Tackley Walking Group, and a member of the Ramblers Association.

I am relieved the dangerous level crossing is finally closed; especially since the death of Margaret Evans in 2008, and so many other near-misses. It is important that people with pushchairs, wheelchairs, or bicycles will be able to use Tackley station, once again. I'm in favour of additional rail freight services on this line.

However Network Rail's application does not adequately address:

- the importance of maintaining good access to Tackley's path network for walkers, cyclists and horse riders.
- the benefits for tax-payers of supporting the health of Tackley's population and other users of the path network. There is plenty of evidence of the value to human mental and physical health of exercising in the countryside.

I object to Network Rail having any right to remove access along Tackley station to non-railway users (NR04 3.1d).

It is crucial a ROW is retained through the station for pedestrians and cyclists using 379/2/10. This ROW is very well used by both locals and visitors – often linking in with other paths on circular walks/runs; as well as accessing Tackley Station from Kirtlington or the canal.

This native-hedged track also has aesthetic and heritage value. This ancient route enabled villagers to take their grain to 'Flights Mill' (ca 1200).

Concerns expressed by Network Rail staff at the Tackley drop-in 27 June 2023 about the safety of non-rail-users could be addressed by providing a 'through path' behind each platform to the bridge, separated from the platform with a low fence (using land behind the existing fencing on the platforms).

I object to the new reasons given by Network Rail for discounting the subway. Environmental concerns of drainage, disruption to flora and fauna weren't highlighted around 2009, when Network Rail proposed a subway as their original preferred option. The subway would optimise access for both station users and people using ROW 379/2/10 on foot, with pushchair or wheelchair, bicycle or horse. At a village consultation in January 2020 Network Rail showed a draft programme for building a subway; presenting it as a viable option – photo attached (out of focus but readable).

I object to the route Network Rail propose for the new Bridleway to link with 379/25/10, on the grounds of inadequate safety for users (humans, horses and dogs). Network Rail's 'desktop' studies (NR07 8.6.5 & 8.6.6) of the safety of bridleways running alongside railways do not constitute reliable evidence - relying simply on not finding reported problems, without investigating on the ground and asking users.

They have considered nothing other than low cost in choosing the route. Rights of way which users consider unsafe and unattractive do not fulfill their purpose.

Alternative route for new bridleway: (submitted 17 July 2023 as part of my response to Network Rail's consultation)

The best route for a new Bridleway is an adaptation of the preferred Option C in Network Rail's earlier document "Tackley Level Crossing Closure, Options Summary, Date: 07 June 2019". This would both create a ROW a comfortable distance from the railway and formalise an existing ridden and walked path across Tackley Estate land.

See attached my annotated map of NR04 Appendix 5 - the purple line.

This route starts on 379/16/20, then turns south and takes a well-used, unofficial path along the western edge of the arable planting (marked Drain on the definitive map) to meet ROW 379/17/40; and ends at the western end of 379/25/10. Diverting 379/17/40 to the edge of this field, adjacent to the stream, would enable a surfaced Bridleway to be created on that section (as well as giving the landowner the convenience of not having to maintain a ROW across the middle of the crop).

I request that Network Rail are required to revise their application to take consideration of the above matters.  
thank you  
yours fathfully

Rachel Strachan

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## Tackley Subway - Draft Programme

- Complete stakeholder consultation for preferred option by March 2020
- Site surveys – January – February 2020
- Outline design – April – August 2020
- Stakeholder drop-in at Tackley – July/August 2020
- Detailed design – Autumn 2020 to Spring 2021
- Construction – Summer 2021 – Spring 2022
- Formal crossing closure and brideway diversion – Spring 2022

## The Network Rail (Tackley Level Crossing) Order Statement of Aims

### 5 APPENDIX – THE PROPOSED NEW BRIDLEWAY AT TACKLEY

