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Sent on: Wednesday, January 31, 2024 4:04:41 PM
To: Planning Policy <planningpolicy@oxford.gov.uk>
Subject: Oxford 2040 Local Plan

OFFICIAL



Network Rail

[REDACTED]
BS1 6NL

Date: 31 January 2024

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)
PROPOSAL: Draft Oxford Local Plan 2040

Dear Sir/Madam,

Thank you for consulting Network Rail on the 2040 Oxford Local Plan and for opportunity to comment on this proposal. I apologise for the delay in passing on these comments, I hope they will be taken into consideration.

Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

Policy S3: Infrastructure Delivery in New Development

The following policy makes reference to the proposals to enhance the City's rail network through the opening of the Cowley Branch Line (CBL). This also includes improvements to Oxford station.

Policy CBLAOF

This policy focuses on the Cowley Branch line and Littlemore area of Focus. The policy highlights how the reopening of passenger services along the CBL would provide improved passenger services for a larger catchment area. Paragraph 8.56 also highlights how two stations are proposed along the line at Oxford Science Park and on the site of Sandy Lane Recreation Ground.

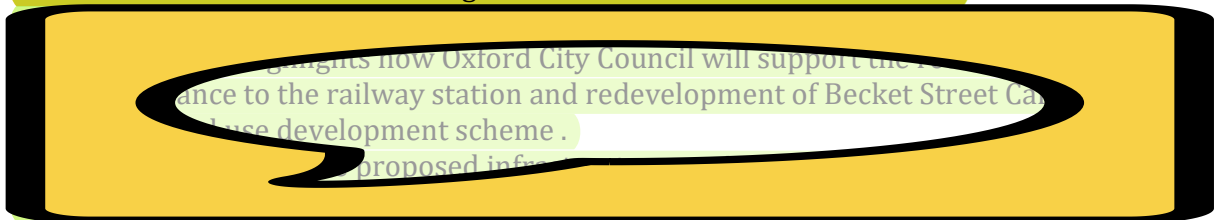
- A. ***Pedestrian and cycling infrastructure improvements must be delivered in accordance with the requirements of the Oxfordshire Local Cycling and Walking Infrastructure Plan.*** - Network Rail supports an approach which favours sustainable travel modes. The Oxford station connectivity study has been designed to promote sustainable travel choices for Oxford Station and those stations nearby which also

serve travel into the city. This has included a number of cycle parking's around Oxford station and leisure cark park to ease pressure within the immediate station environment.

B. Development sites coming across the area should seek to reduce car parking in line with Policy C8 – Network Rail recognise the ambitions to reduce parking within the Oxford Station area. The station gateway movement principles state plans should aim to limit parking provision where there is good accessibility to a range of facilities. Whilst promotion of sustainable transport methods is favoured, there is currently no provision at Oxford South for car parking, drop off/ pick-up, disable parking or bus links. The non-provision of bus access from Grenoble Road or Shuttle bus from Grenoble housing needs to be considered when providing accessible public transport options.

C. Enhancements to public transport both improving existing bus services and towards the proposed CBL. – The Eastern Entrance of Oxford Station has provision for cycle parking, drop-off, bus stops and disable parking helping to promote more sustainable modes of transport to and from the station.

The policy also makes references to the proposed CBL railway stations at Oxford Science Park and in the vicinity of ARC Business Park. In order for these stations to be delivered Mallams footpath level crossing must be formally closed as currently part of the PROW network and the nearby Spring Lane Level Crossing upgraded as an alternative to Mallams as part of the Cowley Branch project. The policy should therefore recognise and reference the need to close this level crossing before the stations can be delivered.



We trust these comments will be useful in the preparation of the forthcoming plan documents.

Yours Sincerely,

Grace Lewis

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