



From: Milne Andy Andy.MILNE@networkrail.co.uk 
Subject: FW: First Turn bridge - highway matters
Date: 12 June 2015 09:33
To: Caroline Robertson 

Dear Caroline,

Following our brief discussion last evening please find below the response we received from the County Council regarding First Turn Bridge.

Please accept my apologies for not forwarding this on sooner.

Kind regards
Andy

Andy Milne
Senior Programme Manager (East West Rail)
IP Central



From: Sherwood, Jason - Environment & Economy [mailto:Jason.Sherwood@Oxfordshire.gov.uk]
Sent: 02 April 2015 16:42
To: Milne Andy
Cc: Peers, Brian - Environment & Economy
Subject: RE: First Turn bridge - highway matters

Hello Andy

I write to confirm that I am comfortable with the design of the proposed First Turn Bridge re-construction. My understanding is that the proposal is to replace like for like, with the exception of higher parapets and full height(125mm) kerbs either side of the running carriageway. I am satisfied that footway widths of 1.64m and 1.93m fall within acceptable standards (do not require any departure from standard sign off) and that the carriageway width, although narrow, is also within acceptable parameters.

Priority working at this location would not be safe or acceptable due the length of the bridge.

In conclusion I am satisfied that the approval issued by Brian is correct.

Best

Jason

Jason Sherwood

Road Agreements Manager
Planning & Regulation

Strategy & Infrastructure Planning
Environment & Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE

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From: Milne Andy [<mailto:Andy.MILNE@networkrail.co.uk>]
Sent: 31 March 2015 10:09
To: Sherwood, Jason - Environment & Economy
Cc: Peers, Brian - Environment & Economy
Subject: FW: First Turn bridge - highway matters

Jason, Brian,

I am forwarding this to you having received Brian Short's out of office response.

Many thanks

Andy Milne
Senior Programme Manager (East West Rail)
IP Central



From: Milne Andy
Sent: 31 March 2015 10:04
To: Brian.Short@Oxfordshire.gov.uk
Subject: FW: First Turn bridge - highway matters

Brian,

Please see below from a concerned resident regarding footway and carriageway widths over First Turn Bridge.

I'd welcome your thoughts on this. Whilst the overall bridge width is constrained we do have the opportunity to adjust kerb lines.

Also has any thought been given by OCC to installing a separate footbridge adjacent to the bridge? We could look at safeguarding an area.

Many thanks

Andy

Andy Milne
Senior Programme Manager (East West Rail)
IP Central



From: Caroline Robertson [REDACTED]
Sent: 30 March 2015 16:22
To: Milne Andy
Subject: Re: First Turn bridge - highway matters

Dear Andy

Thank you for your e-mail. My main concern is safety.

Wolvercote Primary School is on First Turn. Most people use the pavement on the southern side. The pavement is narrower over the bridge. There is not enough room on this pavement, for mothers with pushchairs, or children on scooters, to pass safely oncoming pedestrians, who might also have pushchairs. This conflict is currently resolved by using the road as well. As the curb is so shallow, it is quick and easy for pedestrians, etc., to get on and off the pavement thus minimising the time that they are on the road.

At the moment the road space on the bridge is used to its maximum capacity. As the curbs are very low, it is easy for motor vehicles to use the pavement, usually the north side, to allow two vehicles to pass on the bridge.

Whilst Network Rail is keen to “future proof” the railway development, no consideration has been given to providing a bridge for the Wolvercote community that both addresses the safety issues and helps to make traffic flow more freely. The proposed higher curbs will make the present unsafe situation much worse.

The Northern Gateway development and the Paper Mill site will add approximately 700 more houses to the area. Wolvercote Primary School has just expanded to a 1.5 entry and will expand to a two form entry in the near future. There is likely to be much more traffic, including pedestrians, using First Turn bridge.

I am sure, that if the community had the opportunity to comment, the following would be requested:

1. A road over the railway that is wide enough to allow two buses to pass each other safely;
and
2. A wider pavement on the southern side to allow, as a minimum, for two (large) pushchairs to pass each other safely.

The current situation is not ideal. The new bridge, as currently proposed, will be less safe.

Best wishes

Caroline Robertson

On 27 Mar 2015, at 13:34, Milne Andy <Andy.MILNE@networkrail.co.uk> wrote:

Caroline,

Let's cut to the chase with this?

Irrespective of the previous years of debates, enquiries, hearings and reviews what have we got wrong with the bridge? You must have some specific concerns given the level of attention you are giving this?

Thanks
Andy

Andy Milne
Senior Programme Manager (East West Rail)
IP Central

From: Caroline Robertson [REDACTED]
Sent: 27 March 2015 10:29
To: Milne Andy
Cc: Mike Healy; SWhyte@rsk.co.uk; Brian.Short@Oxfordshire.gov.uk; BLACKWOOD, Nicola
Subject: Re: First Turn bridge - highway matters

Dear Andy

I do not agree that replacing First Turn bridge is a "no change situation". The replacement bridge will not be the same and it fails to meet the current and future needs of the Wolvercote Community. There has not been proper and effective consultation about the work for the following reasons:

- When the Order scheme was first proposed only raising the parapets on First Turn bridge and lowering the track underneath were envisaged;
- Electrification of the line was discussed at the public inquiry to "future proof" the development and explain why the line was being gauge enhanced to W12+;
- At both the public inquiries, there was no mention of demolishing the bridge and closing the road for months;
- The Environmental Statement ("ES") neither mentions this type of work nor has any assessment of noise impacts;
- The ES non technical summary, January 2010, CD/1.20, page 10 describes the works as follows:

"The construction of the Bicester Chord will take about 6 months. Construction of individual road and footbridges and works at the Wolvercot tunnel will each take between 3 and 5 months. Works at stations, including fitting out, could take up to 12 months. Track works proceed rapidly along the railway corridor. Most work will be

during the day, but night working may be required at certain locations. The contractors will be required to reduce construction noise as far as practicable.

Taking account of cautious levels of mitigation significant noise impacts from day and night time construction have been predicted at a number of locations for periods of between one week and 3 and half months. Daytime construction impacts have been predicted at Alchester House (Langford Lane crossing), The Grange (Islip) and at Quadrangle House, Stone Meadow, SS Philip and James C of E Aided School and Plater Drive in Oxford. Night-time construction impacts have been predicted at 65-97 Rewley Road, the nearest properties to the railway on William Lucy Way and Rutherway, and the nearest properties to the Wolvercot Tunnel (on Woodstock Road, Godstow Road and Five Mile Drive) in Oxford, as well as Mill Farm and Northfield Cottages. Apart from Wolvercot tunnel, noisy works will typically take no more than around 10 days.”

First Turn is not mentioned;

- Schedule 1, TWA Order says:

“In the County of Oxfordshire, District of Cherwell and the City of Oxford—Work No. 2—A double track railway (17,600 metres in length) commencing in the county of Oxfordshire, district of Cherwell by a junction with the termination of Work No.1 and terminating in the city of Oxford by a junction with the commencement of Work No.3 at a point 370 metres north of Aristotle Lane Crossing. Work No.2 includes the reconstruction of Bicester Town and Islip Stations; construction of a station at Water Eaton; extensions to bridges OXD37, OXD38, OXD39 and OXD40; remedial works to bridges OXD42, OXD44, OXD46 and OXD49; demolition of bridge OXD47; lowering of track through Wolvercot Tunnel and the provision of a signalling power supply point at the proposed Elm Tree Farm Langford Lane overbridge (Work No.11).”

The only bridge mentioned in Schedule 1 to be demolished is Northfield Farm Bridge OXD47;

- The work to First Turn bridge, OXD49, is described as “remedial works” not as replacing or demolishing; and
- There has been no effective consultation or (publicly available) environmental assessment about the impact of the demolition and replacement of this bridge on residents, the school, the church, local businesses or Oxford Meadows SAC.

If there has been an environmental impact assessment concerning the demolition and rebuild of First Turn bridge, please can you let me have a copy.

Best wishes

Caroline

On 13 Mar 2015, at 11:53, Milne Andy <Andy.MILNE@networkrail.co.uk> wrote:

Dear Caroline,

I think I must disagree about a lack of consultation on this matter. You are correct in that the

replacement of the bridge deck is a change in scope and possibly could have been advised earlier, however you are aware that the Oxford to Bicester scheme has been planned and delivered from Bicester towards Oxford and that the detailed plans for the Wolvercote area works have been the last to be finalised.

The meeting in early December to talk to local residents was arranged at my request with the invitees being organised by local councillors. We then followed this up with the drop in session at which the full plans for the bridge were on display and open for discussion.

Network Rail prepared the plans for the bridge deck replacement and presented them to Oxfordshire CC, as the highway authority, for approval. At this point the highways authority confirmed that a like for like replacement was appropriate and it these plans that have been shared.

I do refute your allegations concerning a lack of transparency and am also advised that the Aarhus convention does not apply in a situation of "no change".

As a final point I have asked Oxfordshire CC to review again the relationship between the footway and carriageway widths just to ensure we are all happy but an overall wider bridge is not possible.

Kind regards
Andy

Andy Milne
Senior Programme Manager (East West Rail)
IP Central
07771 828968
<image001.jpg>

From: Caroline Robertson [REDACTED]
Sent: 11 March 2015 12:22
To: Mike Healy
Cc: SWhyte@rsk.co.uk; Brian.Short@Oxfordshire.gov.uk; Milne Andy; BLACKWOOD, Nicola
Subject: Re: First Turn bridge - highway matters

Dear Mike

Thank you for your e-mail.

The proposed work to First Turn Bridge was not mentioned nor contained in any documents before the TWA public inquiry. Whilst the TWA Order covers closing First Turn road, the new bridge deck is not included. The Wolvercote community was first notified about the proposed works in November last year by an advert about demolition and rebuilding of the bridge in the local paper. Residents have not been provided with any leaflet about the work, access to proposed plans, except those displayed in St Peter's Church Hall on 12 February this year, or been invited to comment on the proposals. The local councillors did hold a meeting with Network Rail but only a few people were invited to attend.

In the absence of effective public consultation about the proposed plans, how can Network Rail and Oxfordshire County Council conclude "like for like" replacement is appropriate and will meet the future needs of the community?

The lack of transparency and public consultation by Network Rail and Oxfordshire County Council is in breach of residents' rights to environmental information and public consultation under the Aarhus Convention. Therefore, before work commences and First Turn Bridge is closed again, please can Network Rail and Oxfordshire County Council allow sufficient time

for public consultation and plans to be drawn up that meet the current and future needs of the community.

Best wishes

Caroline Robertson

On 9 Mar 2015, at 15:22, Mike Healy <mike.healy@buckinghamgroup.co.uk> wrote:

Dear Caroline,

Following discussions with OCC they have advised us that options for the road layout over the bridge at First Turn were considered by them prior to agreeing a 'like for like' replacement layout. There is no opportunity for a wider bridge due to it being constructed above existing abutment bases.

Kerb height across the bridge will be 75mm and will need to tie into whatever kerb face exists either side of the bridge.

A reduction of south footway width is not possible due to services e.g. water & electric located there.

OCC have said that they will reconsider whether the south footway could be widened at the expense of the north footway width but there is unlikely to be the opportunity for any major alteration to footway widths.

I hope this information is useful to you but please do not hesitate to contact me if you have any further queries or concerns,

Regards,

Mike Healy

From: Mike Healy

Sent: 03 March 2015 15:20

To: [REDACTED]

Cc: 'Short, Brian - Environment & Economy'; 'SWhyte@rsk.co.uk'

Subject: First Turn bridge - highway matters

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Dear Caroline,

Thank you for your 'phone call this morning.

I have since contacted Oxfordshire County Council to forward on your concerns about footpath widths and kerb heights and I'll report back as soon as I've received a response from them,

Regards,

Mike Healy

Community Liaison &
Stakeholder Manager
East – West Rail Ph. 1
Mobile: 07515327392

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3 Bessemer Close
Bicester
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