

Andrew Thompson

From: Lisa Bullock <Lisa.Bullock@networkrail.co.uk>
Sent: 03 September 2024 15:03
To: Andrew Thompson
Subject: 23/02098/OUT - The Agenda Document for Planning Committee

Importance: High

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OFFICIAL

Dear Andrew

23/02098/OUT - Begbroke Science Park - The Agenda Document for Planning Committee

I am writing in relation to the above report. We at Network Rail feel that the report does not provide a clear summary of our responses on the application. In particular there is no reference to the Level Crossing Impact Study Network Rail has commissioned or the reasons why we have had to provide this. There is no reference to the significant increase in safety risk the development would import over three level crossings; that being Sandy Lane, Yarnton Lane and Roundham level crossings.

These are key matters and should be given considerable attention within your report. Instead at paragraph 7.20 you have cut and pasted an extract from one of the several letters/email we have sent to you. This extract does not provide a true reflection of our concerns. In order that Committee Members have a full understanding of the concerns we have raised, please can an update be provided to members in advance of the meeting on Thursday.

To help I provide below a concise and clear summary for your convenience. Please note that several of the items listed below are still not on the online application case file (I have put an asterisk against the ones not uploaded), as such, I am concerned that the decision making process could be considered flawed if this information is not available to members and the public.

Also, I have noticed that you have still not consulted the Office of Rail and Road who like us are a statutory consultee, as set out in paragraph (j) of schedule 4 of the development management procedure. Their address is Office of Rail and Road, 25 Cabot Square, London, E14 4QZ [Planning application enquiries](#) | [Office of Rail and Road \(orr.gov.uk\)](#)

Date submitted	Submission
01/09/23	An email raising concerns of the adverse impact the development would likely have on the level crossing Lane would be closed to vehicles prior to any development being occupied, even though there is no prov It was also identified that the route over Roundham Lock level crossing is going to be a promoted route bu the application.
23/01/24	An email reiterating that further information is required by OUD in order for NR to be able to fully consid
* 29/01/24	An email asking when the revised modelling for the crossings might be provided by OUD.
* 11/04/24	An email to inform that we have commissioned a report to understand vehicle movements generated by

* 19/04/24	<p>An email with a letter attached in response to the Begbroke Innovation District Level Crossing Report (BIDLCR) which contained additional information including a suit of mitigation options. Network Rail (NR) provided a response to the BIDLCR identifying gaps in the report and providing risk assessment calculations from NR's All Level Crossing Risk Model (ALCRM) system.</p> <p>The letter from NR sets out the concerns we have previously raised in-so-much as the report does not provide any forecast of vehicles movements over Sandy Lane or Yarnton Lane level crossings. The letter considers each mitigation measure proposed and what risk benefit this might achieve. In addition, other mitigation measure was also considered. The letter concluded that the package of mitigation proposed would not be sufficient to mitigate the impact of the development and that without an assessment of vehicle movements the report does not fully assess the impacts of the development.</p> <p>Roundham level crossing modelling was undertaken following the BIDLCR; this concluded that following the development there would be an additional 1175 trips and 115% increase in safety risk at the crossing.</p> <p>Calculations from NR's All Level Crossing Risk Model (ALCRM) system was also provided giving details of the traffic and the mitigation package as proposed by OUD BIDLCR.</p>
* 07/05/24	An email to inform that Part 2A of the Oxford Corridor Phase 2 Capacity Improvement Scheme or Oxford's crossings is no longer progressing and NR would not be submitted a TWAO to close the crossings.
05/07/24	An email containing a Level Crossing Impact Study produced by Watermans on behalf of NR was provided
* 17/07/24	An email with a breakdown of the ALCRM modelling based on the data from Watermans study provided level crossings.
* 13/08/24	An email to inform that an update on the survey work is forthcoming and a letter in response to the mitigation would improve the safety risk, at what point the mitigation should be in place and where there is a gap in the
* 23/08/24	An email and suggested alteration to the Traffic Regulation Order which would iron out the gaps in the p

Summary

Oxford University Developments (OUD) provided Begbroke Innovation District Level Crossing Report (BIDLCR) which contained additional information including a suit of mitigation options. Network Rail (NR) provided a response to the BIDLCR identifying gaps in the report and providing risk assessment calculations from NR's All Level Crossing Risk Model (ALCRM) system. Using the data provided in the BIDLCR and the outputs obtained from the ALCRM system a risk score was provided (although this scoring does not account for or able to predict future near misses or trespassing on the railway).

The letter from NR sets out the concerns we have previously raised in-so-much as the report does not provide any forecast of vehicles movements over Sandy Lane or Yarnton Lane level crossings. The letter considers each mitigation measure proposed and what risk benefit this might achieve. In addition, other mitigation measure was also considered. The letter concluded that the package of mitigation proposed would not be sufficient to mitigate the impact of the development and that without an assessment of vehicle movements the report does not fully assess the impacts of the development.

Roundham level crossing modelling was undertaken following the BIDLCR; this concluded that following the development there would be an additional 1175 trips and 115% increase in safety risk at the crossing.

Network Rail commissioned Transport Consultants Watermans to undertake a study of Sandy Lane and Yarnton Lane level crossings in order to understand the traffic flow that would be generated by the PR8 development where no mitigation is provided over either of the level crossings. The report sets out the existing traffic flows for vehicles, pedestrians and cyclists. This is followed by a forecast of traffic flows up until 2033 should the development take place. This was done because traffic studies provide within the application were undertaken with Sandy Lane being closed to vehicles.

The Waterman report also provides a count on a year by year basis based on various assumptions. This could be used to understand at what point mitigation should be in place.

NR undertook a breakdown of ALCRM modelling based on the data from the Watermans study and provided a risk score and %change of risk on a year by year basis, for Sandy Lane level crossing. This concluded that without Sandy Lane being closed to vehicle traffic following the build out of just 5%of the dwellings the increase risk would be 17%(assuming the build did not import additional vehicles over Sandy Lane), should the crossing be closed to vehicles prior to building there would not be an impact until 25% of the development occurs with the increase in safety risk being 3%.

The modelling undertaken in ALCRM also concluded that if all the development of PR8 is granted and no mitigations are implemented at any of the crossings the risk increases as follows:

- Sandy Lane increases in risk by 351% (or, by 4.5 times)
- Yarnton Lane increases in risk by 88% (or, almost doubles)
- Roundham Increases in risk by 115% (or, by more than double)

Mitigation was offered to NR by OUD in the form of a contribution for a footbridge at Sandy Lane and the cost of a TRO for the closure of Sandy Lane to vehicular traffic.

NR welcome the provision offered by OUD but raised concern in regard to the trigger of the TRO and access provision for occupants of houses and land between the railway and the canal. NR provided a solution for these without further cost to OUD.

Please can you confirm that this information will be uploaded to the application and that members will receive an update prior to the meeting.

Kind regards, Lisa.



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Please be aware my normal working hours are Monday to Thursday.



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