

ERRATA FOR PROOF OF EVIDENCE OF STEPHEN BARKER: DEMAND FORECASTS AND ECONOMIC APPRAISAL

Transport and Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales)

Rules 2006

CRCL/P/6/A

Para 1.4 – the first sentence should read “...involved with the Bicester – Oxford Improvements scheme...”

Para 2.5 – The third sentence should read “Appendix 2 (CRCL/P/6/B2) comprises in section 1 annotated plans and in section 2 diagrams, plans and engineering drawings, which help the reader...”

Para 4.4 – the middle part of the third sentence should read “..., construction of new roads in connection with the diversion of rights of way...”

Para 4.32 – the text should read “...over a length of 250m from the western wing wall of the A41 overbridge...”

Para 4.66 – the first sentence should read “.an existing viaduct carries the railway over the bed of a former watercourse.”

Para 4.67 – the first sentence should read “...crossing the railway at an angle of...”

Para 4.73 – the fourth sentence should read “...and consist of steel main girders with cross girders...”

Para 4.89 – the second sentence should read “The need for the relocation is explained further in the section of my evidence describing the new station in 4.235 below.”

Para 4.94 – the final part of the second sentence should read “...suitable for 70mph running in both directions.”

Para 4.96 – the first sentence should read “...(measured from portal to portal...”

Para 4.107 – the first sentence should read “...using the “hit and miss” technique, whereby discrete short lengths...”

Para 4.113 – the second sentence should begin “If delays were occurring...”

Para 4.118 – the fourth sentence should read “The works will therefore be constructed within the existing railway land boundaries....” . The fifth sentence should read “The stabilisation work over this length is likely to...”

Para 4.119 – the header above this paragraph should read “*Sheet 28 (Appendix 1, pages 112 to 113 / Appendix 2, page 43)*”. The second sentence of 4.119 should read “...and will consist of the regrading of...”

Para 4.121 – the header above this paragraph should read “*Sheet 29 (Appendix 1, pages 114 to 121 / Appendix 2, page 44)*”

Para 4.130 – the second sentence should read “Separate three-span underbridges exist carrying the present and former railways.”

Para 4.134 – the header above this paragraph should read “*Sheet 31 (Appendix 1, pages 126 to 131 / Appendix 2, page 46)*”

Para 4.146 – the first sentence should read “Due to the presence of the Alchester Roman Town Scheduled Ancient Monument...”

Para 4.155 – the second sentence should read “...it is envisaged that an additional span will be created...”

Para 4.156 – the first sentence should read “Underbridge OXD39 carries the railway over a brook.”

Para 4.157 – the third sentence should read “...between Merton footpath level crossing...”

Para 4.174 – the first sentence should read “...is provided via Station Approach.”

Para 4.197 – the first sentence should read “...that descends from a junction with Bletchingdon Road...”

Para 4.214 – the first sentence should read “...for private car users and access by public transport...”

Para 4.232 – the final sentence should read “The route will be diverted to run alongside the park and ride access road instead of the aggregate depot / grain silo access road”.

Para 4.257 – the final sentence should read “...to travel via Oxford North Junction to start / terminate in the existing...”

Para 4.267 – the first and second sentences should be combined to read “At those locations where it is necessary to maintain a right of way across the railway by construction of a new crossing, some basic principles have been adopted.”; the fourth sentence should begin “Where the route that is served is...”

Para 4.289 – the final sentence should read “...to ensure that the personal security of users is compromised.”

Para 4.358 – the first sentence should read “The proposed solution involves the acquisition of the land forming part of Manor Farm and located to the southeast of the railway.”

Para 4.361 – this paragraph incorrectly gives the impression that the new means of vehicular access to the nature reserve will be via the existing private road leading to Home Farm. This is not the case. The new right of access will be via the bridge and roads forming Work No. 13 and then via the new section of public bridleway to the point where it meets the existing bridleway route. The access route will then run southwest along the course of the current bridleway into the nature reserve.

Para 4.391 – the second sentence should read “in spite of this, an eight hour census carried out on a Sunday recorded no use of the crossing.”

Para 4.398 – the first sentence should read “...is a private crossing located between...”

Para 4.414 – the final sentence should read “...a greater number of properties than the option proposed in the Order scheme.”

Para 4.434 – the final part of the sentence should read “...to the southeast of the present level crossing”.

Para 4.463 – the final sentence should begin “The crossing is surfaced...”

Para 4.468 – the end of the first sentence should read “...over the reinstated track, it would be treated as a separate crossing.”

Para 4.472 – since submission of this document, further design work has been undertaken in respect of the proposed works to the approach ramps to the existing footbridge. This has concluded that in order to provide level “landing” sections at regular intervals along the approach ramp, the ramp gradient on the western approach will need to be 1 in 15. Although steeper than the 1 in 17 gradient quoted (which the design works shows can be achieved on

the eastern approach), 1 in 15 is still within the limits of acceptability set out in standard BD29/04.

Para 4.476 – the words “Compulsory children”, which appear at the end of the paragraph, should be deleted.

Para 6.10 – the second bullet point incorrectly states that the upgraded route has a requirement for up to four trains per hour. This should state “up to six trains per hour in each direction”.

Para 7.14 – the first sentence should read “...on the setting of the SAM, and an alternative...”; the final sentence should read “The revised route is described in...”

Para 8.9 – the second sentence should read “Because of the distance from the main station facilities to the new platform, the new platform will be provided...”

Para 10.10 – this paragraph states that the Public Inquiry is likely to finish before Christmas 2010. Since this was written, the Inquiry Programme has been published indicating that the Inquiry will extend beyond Christmas 2010.

Para 10.11 – the first sentence should read “...Chiltern Railways will take over operation of...”

Para 11.2 – the final sentence should read “...is such that the reinstatement of a second track can be undertaken without the need for the structure to be widened or otherwise altered.”

Para 11.13 – as noted above in respect of para 4.472, it has since been determined that the gradient on the western approach ramp will be 1 in 15 and not 1 in 17 as stated in para 11.13.

Para 11.72 – the final sentence should read “...revealed differing views on where the boundary of the reserved land lies.”

CRCL/P/6/B1

Page 19, caption 05-02 – the caption should read “Looking towards Bletchley from site of proposed Highfield Junction”

Page 23, caption 06-05 – the last part of the caption should read “(Building on left is also visible in 06-04)”

Page 25, caption 06-08 – the last part of the caption should read “Former second track was on right”

Pages 32 and 33 – the photo described as 08-07 is a duplicate of 08-02 and as such the position shown on the plan on page 32 is incorrect.

Page 59, caption 15-04 – the caption should read “Looking southeast at Oddington crossing”

Page 69, caption 17-08 – the cross reference should read “17-07”.

Page 73, caption 18-10 – the cross reference should read “18-11”

Page 77, caption 19-04 – the caption should read “View along Mill Lane on southeast side of railway, looking away from crossing.”

Page 78 – the arrow for photograph 12 should be at roughly the same position as the arrow for photograph 02

Page 79, caption 19-09 – the cross reference should read “19-10”

Page 85, caption 20-08 – the cross reference should read “20-07”

Page 95, caption 23-06 – the cross reference should read “23-05”

Page 100 – the arrow indicating the location photograph 02 is incorrect. It should be located on the railway corridor adjacent to the label “Peartree Hill Farm”

Page 109, caption 26-10 – the caption should read “Southern elevation of First Turn overbridge (OXD49)....”

Page 113, caption 28-02 – the cross reference should read “28-01”

Page 123, caption 30-02 – the second sentence of the caption should read “Didcot – Banbury line passes beneath the span on the far right”

Page 127, caption 31-05 – the cross reference should read “31-04”

Page 131, photograph 31-16 – this is not the correct photograph. The correct photograph is shown below.



CRCL/P/6/B2

The key provided against each of the plans forming section 1 of this document contains an error. The coding of “existing features” and “new features created by the scheme” have been transposed. The correct coding is:

- Red text indicates new features created by the scheme
- Blue text indicates existing features