

**DEPARTMENT FOR TRANSPORT
2010**

Transport and Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

THE CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS) ORDER

Statement of Consultation under Rule 10(2)(d)

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- 1.1 The Chiltern Railway Company Limited (Chiltern Railways) is making an application to the Secretary of State for an order under the Transport and Works Act 1992 to provide powers for the construction of a new railway (including the reconstruction of existing railway) between Bicester and Oxford together with the construction or reconstruction of stations at Bicester Town, Islip, Water Eaton and Oxford. This will facilitate the operation of direct railway services between London Marylebone, High Wycombe, Bicester Town and Oxford. This is described as the Scheme.
- 1.2 This report has been prepared to comply with Rule 10(2)(d) of the Transport and Works (Application and Objection Procedure) (England and Wales) Rules 2006.
- 1.3 During the consultation process there has been ongoing dialogue with key stakeholders, in particular Oxfordshire County Council, Oxford City Council and Cherwell District Council.
- 1.4 Public consultation exercises have taken place including exhibitions, newsletters and targeted infomails, a website. A hotline has been publicised so that residents and other interested parties can make contact with consultation team, and enquiries have been followed up with written and verbal correspondence. Affected landowners have been consulted on an individual basis.
- 1.5 The responses from the consultations have, where practicable, been taken into account in developing the Scheme.

- 2.1 This report summarises the consultation activities relating to The Chiltern Railways (Bicester to Oxford Improvements) Transport and Works Act Order application (“the Scheme”) undertaken by Chiltern Railways from the inception of the Scheme in 1998, up until submission of the TWA Order application in November 2009.
- 2.2 The consultation activities were undertaken with the following objectives:
- **Openness:** to make as much information as possible publically available in a timely manner that is accurate while accepting the constraints of budgets, commercial sensitivity and evolution of the schemes design throughout the consultation process.
 - **Free:** that access to information should be cost free.
 - **Honesty:** to present balanced information.
 - **Fairness:** to ensure all geographical areas and groups were treated consistently and equally and that all responses were responded to regardless of their content.
- 2.3 Throughout the consultation process every effort was made to ensure that all residents, businesses and all other stakeholders were provided with sufficient information about the proposals and had the opportunity to comment on the proposals. Chiltern Railways also provided as much information as possible about how their proposals may facilitate the proposed East-West Rail Link project in the future.
- 2.4 Chiltern Railways confirms that all those named in column (2) of Schedules 5 and 6 to Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006 who are relevant to the application have been consulted. Details are provided in *Annex A*.

3.1 Stage one of consultation was undertaken by Chiltern Railways between 1998 and November 2008. This related to the strategic choices that were made before the decision to pursue the Bicester to Oxford improvements in the overall form that has been progressed to TWA Order application.

3.2 The consultation related to the alternative strategic options that were available for linking Oxford and the surrounding area with the existing Chiltern Railways line to London Marylebone. The options considered and rejected were:

- Alternative transport modes including car park and ride, feeder buses and guided buses. These were rejected for reasons of journey times, cost and technical incompatibility, and were not taken to consultation.
- Reopening of the Princes Risborough-Chinnor branch line, to a Parkway railhead near to M40 Junction 6. This was rejected as a result of a lack of stakeholder support and low traffic potential.
- Reopening the Princes Risborough-Thame-Oxford railway, via a Parkway station at M40 Junction 8. This was well received in discussions with stakeholders, but was rejected due to the substantial costs of building an alternative route, where the trackbed had been built over, and the need to use the heavily congested existing line between Kennington Junction and Oxford on the southern approach to the city.
- An alternative alignment via Arncott and traversing Bicester Ordnance Depot. This was rejected due to interference with the Bicester Military Railway, inability to carry Bicester to Oxford traffic and poor benefit-cost ratios, and was not taken to consultation.
- Alternative station options which were rejected included a Bicester Interchange station, relocating Bicester Town station and a Bicester Parkway station. These were rejected due to the remoteness from the town centre, security issues, usage and design considerations. A station at the Peartree bus park and ride site was rejected as an alternative to Water Eaton Parkway, as it would be less convenient for Kidlington and North Oxford residents, and would have adverse traffic impacts on the highway network and potential environmental impacts on local residents.

- 3.3 During this period, Chiltern Railways engaged with high level stakeholders to gather their views on the strategic alternatives. These included the Department for Transport; regional bodies (South East England Development Agency, South East England Regional Assembly); relevant local authorities (Oxfordshire County, Buckinghamshire County, Oxford City, Cherwell District, South Oxfordshire District; Wycombe District and Thame Town Councils); landowners; and local business interests. An opinion survey was held in March 1998 with a subsequent exhibition in the summer of 1998 to publicise the Chinnor branch proposal.
- 3.4 The railway between Bicester and Oxford would also be used by the proposed East West Rail link. Throughout the pre-application period, Chiltern Railways therefore maintained close contact with the East West Rail consortium, which is seeking to promote reopening of the railway from Oxford to Bletchley and Milton Keynes. Chiltern, the East-West Rail consortium and Milton Keynes Partnership have reached an understanding regarding the compatibility of the two projects.

4 STAGE TWO CONSULTATION

4.1 The Stage Two consultation process began in November 2008 and continued to May 2009. It was undertaken by Chiltern Railways, assisted by their consultants Environmental Resources Management (ERM) and Ardent Management. It included further meetings with the principal councils, government departments and agencies, regional bodies and development agencies, and business interests, and in particular contact with local residents and landowners. A list of the principal meetings held during Phases Two and three is in *Annex B*.

CONSULTATION WITH LOCAL AUTHORITIES

4.2 A series of meetings were held with Oxfordshire County Council, Oxford City Council and Cherwell District Council.

4.3 In January 2009, letters were sent to all Parish Councils along the route advising them of the proposed Scheme and proposing a meeting. Between January and March 2009, all Parish Councils who sought a meeting were met. These meetings consisted of a presentation on the proposed Scheme, as it was conceived at that stage, and a question and answer session.

4.4 Overall, the proposals were met with a positive reception and the benefits that the Scheme would bring to the Bicester-Oxford corridor were recognised.

4.5 Specific concerns were expressed related to highways traffic, use of green belt land, the potential conflict with other proposed land uses at station sites, and the closure of certain level crossings. Some of the Parish Council meetings also raised the issue of noise disturbance. At Islip a clear wish was also expressed that the village station should not become a railhead for the wider area.

CONSULTATION WITH BUSINESS AND PRINCIPAL PROPERTY OWNERS

4.6 As the Scheme design options were developed, face to face and telephone consultations were commenced with the principal landowners and businesses likely to be affected by the Scheme. These included:

- the majority of agricultural occupiers along the route, particularly with reference to the intention to close private accommodation crossings;
- the Ministry of Defence, in relation to the Bicester Depot;
- Mendip Rail/Hanson, the operators of the rail aggregates depot at Water Eaton; and
- Bicester Village Outlet Centre

- other commercial property owners.

4.7 Most commercial property owners have responded positively to the Scheme in principle but have expressed concern over any losses they may incur, which Chiltern Railways have tried to address by providing advice on the Compensation Code and suggesting sources of impartial advice and information. Agricultural occupiers and owners have expressed concern over the proposals in particular in relation to continued access and loss of land for farming.

Statements of Support

4.8 Formal statements of support for the scheme have been given by local councils, regional authorities, and major local employers including:

- Oxford City Council;
- Oxfordshire County Council;
- Cherwell District Council;
- South East England Regional Transport Board;
- South East England Development Authority;
- Value Retail (Bicester Village); and
- Bicester Vision.

4.9 The following have also written in support of the Scheme in principle:

- Keith Mitchell – Leader of Oxfordshire County Council ;
- Evan Harris MP for Oxford West and Abingdon;
- Tony Baldry MP for North Oxfordshire; and
- Baroness Nicholson of Winterbourne MEP.

WEBSITE

4.10 To support all of the consultation activities, a dedicated Chiltern ‘Evergreen 3’ Website (www.chiltern-evergreen3.co.uk) was established in March 2009 including, but not limited to, the following information:

- scheme overview;
- copies of all information including brochures and display material from the public exhibitions;
- FAQs (Frequently Asked Questions); and
- links to other useful sources of information.

4.11 The website also provided a feedback form which could be used by stakeholders to register their views, opinions and concerns about the proposals and to ask specific questions in relation to impacts etc, as with the email address below.

CONSULTATION HOTLINE AND EMAIL ADDRESS

4.12 A consultation hotline and email address was set up in March 2009 to allow stakeholders the opportunity to register their views, opinions and concerns about the proposals and to ask specific questions in relation to impacts etc. These have been active throughout the design and TWAO preparation period to allow stakeholders to make inputs into the scheme design as well as to raise concerns over the proposals, and the perceived environmental impacts; to raise concerns over impacts to their homes and properties; and to discuss mitigation measures for any such impacts.

Overview of comments received by Email, Feedback Form and Telephone

4.13 A number of emails and telephone calls were received from residents of Oxford, Kidlington, Islip, Bicester and High Wycombe. Most of these registered support for the Scheme. Reasons given included:

- improved journey times and more reliable services;
- upgrading of stations (including increased accessibility);
- Water Eaton Parkway would provide an easily accessible station for residents of Kidlington;
- relief of road traffic congestion in North Oxford;
- relief of congestion on the Oxford to Paddington line;
- provision of an alternative to difficult or busy stations such as Didcot, Oxford and Reading;
- reduced carbon footprint and improved environment;
- more convenient service; and
- benefits to the local economy.

4.14 Suggestions to improve the Scheme included:

- The trains should stop at Princes Risborough, Haddenham and Thame Parkway, and Beaconsfield to give access from Oxford to these places and/or onwards connections to other destinations.
- Time of operation should be 6.00am till midnight to balance needs of those going to London with the noise for local residents.
- Residents of Islip would like to see trains better timed to suit local commuters, and Sunday trains stopping at Islip. Without these it was felt that Islip would suffer negative effects from the scheme with no countervailing benefits

4.15 However, some respondents had particular concerns about the Scheme, which included:

- The need to keep crossings open with particular reference to crossings that make up part of the North Oxford Circular Walk Route, Tubbs Lane, Aristotle Lane, Langford Lane, and Islip (Mill Lane).

- Access for cyclists including the cycle routes to stations, cycle parking facilities and cycles to be carried on trains.
- Provision of sufficient car parking at Water Eaton Parkway (so as not to overload the existing parking for bus users), Islip and Bicester Town stations; and the costs associated with parking particularly in relation to existing park and ride.
- Impacts to existing areas of congestion on the road network, in particular, in Kidlington and at London Road in Bicester.
- Noise increases were expressed as a concern by a number of people both at specific locations such as Mill Lane (Islip) and Gavray Drive (Bicester) but also in general terms in North Oxford and in particular the Woodstock Road/Lakeside area.
- Concerns were expressed about impact to Wendlebury Meads and Mansmoor Close nature conservation sites and building of station structures in the Green Belt at Water Eaton.
- Residents of Lakeside and the Ulfgar Road/Blenheim Close area of North Oxford registered the strongest opposition, citing that the proposals would make life intolerable for them due to noise, vibration, air pollution, subsidence, loss of privacy and devaluation of their properties. These concerns particularly focussed on the possible increase in freight trains were the East-West Rail project to go ahead. These residents expressed a desire/ need for compensation for these impacts.
- Boat owners at Castle Mill Stream in Oxford, concerned about noise and use of the rail bridge near to their moorings.

4.16 All concerns were responded to an individual basis where adequate contact details were provided, addressing the individuals concern or query directly.

DIRECT CONSULTATION WITH RESIDENTS

Flyers

4.17 In late March 2009, 42,000 flyers were distributed to residents along the proposed route. The following postcodes were covered:

- OX1: 1,2,3,4
- OX2: 0,6,7,8
- OX5: 1,2,3
- OX25: 1,2,3
- OX26: 1,2,4,5,6

- 4.18 These postcodes were selected to ensure all potentially affected stakeholders were made aware of the Scheme, including residents in North Oxford, Kidlington, Islip and Bicester.
- 4.19 The aim of the flyer was to introduce the proposed route, stations and the reason behind the scheme as well as announce the time and location of the public exhibitions. The flyer included a schematic of the route as well as details of the website, email address and telephone number to allow stakeholders to register their responses. A follow-up letter was also sent to Lakeside residents due to indications that some addresses in this area had not received copies of the original flyer.

Brochure

- 4.20 In April 2009, a brochure was developed that was sent to statutory consultees and any stakeholders that had registered their opinions. The brochure was available for downloading from the website and also made available at the public exhibitions.
- 4.21 The brochure included an introduction to the Scheme including proposed journey times, station stops, a map of the proposed route and the design and layout options available for each of the stations, including diagrams of the preferred station options and information on crossings and the historic Swing Bridge over the Sheepwash Channel, near to Oxford Station.
- 4.22 A freepost card was included in the brochure that allowed organisations and individuals to comment on and register their responses regarding station layout preferences as appropriate and comments on the crossings etc. In order to allow comments to be fed into the scheme design a return date of April 31st was given for this aspect of the consultation only.

Broadcast and printed media

- 4.23 The Scheme was featured in articles in the local press in Oxford and Bicester, and on local radio and television.

PUBLIC EXHIBITIONS

- 4.24 During late April 2009, three one day public exhibitions were held:
- Bicester –Friday 17th April – Courtyard Arts Centre;
 - Oxford – Saturday 18th April – Oxford Town Hall; and
 - Kidlington – Saturday 25th April – Exeter Hall.
- 4.25 The exhibitions were advertised in the flyers and brochures that were delivered as well as in the following local newspapers (Oxford Mail, Oxford Times, Bicester Advertiser and the Oxford Star) and at Bicester and Oxford Stations. The relevant local authorities were also advised of the exhibitions.

- 4.26 Further details on the advertising, venues and opening times of these exhibitions can be found in *Annex C* of this report.
- 4.27 The events were attended by representatives of Chiltern Railways, ERM and Ardent, the East West Rail consortium and Network Rail (at Bicester only). At all of the exhibitions materials were displayed providing an overview of the Scheme, station options, crossings etc, and copies of the brochure made available to attendees.

Overview of comments received following the Exhibitions

- 4.28 The questionnaires attached to the brochure and distributed at the public exhibitions were completed by 216 individuals. Of these, 179 responded that they were in favour and 29 stated they were not in favour of the scheme.
- 4.29 Overall, comments from the public were positive. Reasons that respondents gave for being in favour of the Scheme generally reflected those noted from the emails and website responses described above, although some issues were highlighted in greater detail. Positive comments on the feedback forms included:
- requests for the Scheme to be built as soon as possible;
 - requests to extend the Scheme to cover the East West Rail Links to Bletchley and Milton Keynes; and
 - the Scheme would relieve congestion on the A34.
- 4.30 Concerns expressed likewise reflected those noted from e-mails and website responses, with stronger opposition on specific issues at particular locations (e.g. noise impacts on Lakeside residents and traffic impacts at Water Eaton). Further concerns raised included:
- environmental impacts of the proposals;
 - a belief that the service is not required and will not be used;
 - vibration from trains;
 - safety issues;
 - the visual impact of the trains and stations; and
 - fly parking on residential roads near stations.
- 4.31 Other issues that were raised during the public exhibitions included:
- Ecology, including concerns about sensitive ecology in the Islip area which needs to be included in our surveys, the effect of trains on birds and concern over what surveys of local ecology are being undertaken;
 - The visual impact of trains using the 'chord line' at Bicester due to the height difference between the two routes;
 - Queries about whether the gradient of the 'chord line' would be too steep and what speed trains would travel along it;

- The potential for the Oxford trains to cause delays to Birmingham services as a result of the layout of the junction between the 'chord line' and the existing main line;
- A desire to restrict speeds so that trains go at less the 100mph particularly past residential areas;
- Concern regarding the interface with the planned Grondon waste facility at the Water Eaton Park and Ride site. Most respondents preferred the station to the waste facility, but were concerned at overall highways traffic levels if both schemes went ahead;
- The perceived need to lower the culverts under the line to improve drainage along the route;
- Perceived risks to water levels and water cleanness in the Linkside Lake; and
- Adequacy and repair of lineside fencing, especially in residential areas.

4.32 Concerns raised during the public exhibitions were discussed with the individuals on the day if the information was known. Names and contact details were taken for individuals whose comments or queries could not be responded to immediately and were contacted individually at a later date.

CONSULTATION WITH ENVIRONMENTAL BODIES

4.33 In accordance with the relevant Regulations, an Environmental Impact Assessment Scoping Report for the Scheme was published in April 2009. It was sent to the three statutory Consultation Bodies (Environment Agency, English Heritage and Natural England), the local authorities and 43 other statutory and non-statutory environmental organisations. A copy of the Scoping Report was also made available on the dedicated Chiltern 'Evergreen 3' website.

4.34 Meetings were held with all three Consultation Bodies and others to discuss the scope of the environmental assessment and, at particular locations, to examine the scope for environmental mitigation measures. Other bodies consulted included the Council for the Protection of Rural England, the County Wildlife Trust (BBOWT), RSPB and the Oxford Preservation Trust.

CONSULTATION WITH TRANSPORT INTERESTS AND AGENCIES

- 4.35 Throughout the preparation of the TWA Order application, Chiltern Railways has liaised with the Department for Transport, the Office of Rail Regulation and Network Rail. Extensive discussions have also been held with First Great Western (who manage Oxford Station and provide the present Bicester to Oxford passenger services), DB Schenker (who operate freight services on the line), Defence Supply and Distribution Agency (who operate the Bicester Military Railway), and Mendip Rail (who operate the Banbury Road rail aggregates depot at Water Eaton).
- 4.36 There has been continuing consultation and discussions with Oxfordshire County Council with regard to their own rail service proposals and the “Access to Oxford” project and the possible future rebuilding of Oxford station; in their role as the local highways authority, in connection with the park and ride bus operations and in relation to the scope of the transport assessment being undertaken by Chiltern Railways. Public Rights of Way have also been discussed with the County.
- 4.37 Discussions have also been held with the Highways Agency regarding the impact on the strategic road network.

5 *STAGE THREE CONSULTATION*

- 5.1 In June 2009, Chiltern Railways reviewed the direction and methods of continuing consultation with local stakeholders. This would aim to keep them informed regarding specific issues as well as provide more general updates on the emerging Scheme during the period up to the submission of the TWA Order application.

LIAISON WITH LOCAL AUTHORITIES

- 5.2 Further meetings were held with Officers of all three principal Councils. While all have formally expressed support for the Scheme, these meetings provided the opportunity to discuss specific areas of concern and improvements that could be made.
- 5.3 In July 2009, Parish Councils and other groups with interests in the Public Rights of Way which need to be closed and diverted were informed of Chiltern's preferred options, and given the opportunity for further discussions with Chiltern Railways.

LIAISON WITH RESIDENTS GROUPS

- 5.4 Chiltern Railways has attended meetings with residents' representatives, including the Rewley Park Management Committee (representing householders near to Oxford station) and Councillors representing Wards in North Oxford.

CONSULTATION WITH PROPERTY OWNERS

- 5.5 All owners, lessees, tenants and occupiers of land to be acquired or used and adjoining owners where rights are likely to be affected have been sent letters explaining the proposals and offering further information and clarifications as required. There has been continuing dialogue with key landowners and developers and meetings have been held, when appropriate, with other persons with interests in the relevant land. Responses have been given to any other property owners who have asked for information or raised concerns.

QUERIES RAISED BY INDIVIDUAL AND GROUPS

- 5.6 All concerns and questions submitted by individuals or groups, whether by letter, email or telephone, have been responded to.

INFOMAILS TO RESIDENTS AND PARTICULAR INTERESTED GROUPS

- 5.7 Between August 2009 and the submission of the application in October 2009, a series of infomails were prepared and distributed to local stakeholders. (Infomails are multi-page letters, addressing in detail specific concerns that have been raised.) These infomails were sent to all addresses in the areas concerned.

Infomail One -North Oxford/Lakeside

- 5.8 This was posted to 540 residents of North Oxford (Lakeside, Wolvercote Roundabout to Blenheim Drive area). The infomail addressed issues that had been raised by a number of people in this area including:

- noise;
- compensation for homeowners and mitigating measures;
- invasion of privacy and visual intrusion due to loss of vegetation;
- dual tracking locations;
- number of freight trains;
- security fencing;
- waterways and Linkside Lake; and
- construction works
- ongoing consultation process

Infomail Two- Islip

- 5.9 This infomail was posted to 299 addresses in Islip and covered issues specific to Islip including:

- Islip Station layout;
- train services at Islip
- public crossings;
- noise;
- compensation;
- security;
- construction works; and
- ongoing consultation process

Infomail Three - Bicester

- 5.10 This infomail was posted to 1769 addresses in Bicester and covered issues specific to the town, including:

- Bicester Town Station and train services;
- freight trains;
- crossings;
- the chord line;
- noise and vibration;
- privacy;
- security;
- compensation;

- construction works; and
- ongoing consultation process.

NEWSLETTERS

- 5.11 Between June and December 2009, three newsletters were published, each of 4 pages and in colour. They provided updates on the proposals, information on specific aspects of the Scheme and the TWA process and interviews with key specialists and senior members of the Chiltern Railways team.
- 5.12 The newsletters were posted to approximately 8,500 stakeholders along the proposed route. They were also made available on the website and copies were placed in stations and local libraries.

INTRODUCTION TO THE APPLICATION DOCUMENT

- 5.13 This document was published in November 2009, in parallel with the TWAO application. It is intended to act as a layman's guide to the Scheme and the TWA process for residents and other stakeholders, and sets out:
- an introduction to the Scheme, the main works proposed and the benefits which they will deliver;
 - the TWA process, and in particular the opportunities for individual stakeholders to make objections and representations;
 - the main contents/function of each of the documents submitted in the TWAO application;
 - how these documents can be accessed; and
 - timescales and addresses for lodging objections and representations.

The document was posted on the website, and a copy was emailed or posted (as appropriate) to all stakeholders who had contacted the consultation team.

STATUTORY CONSULTEES

- 5.14 As recommended by the Department for Transport's A Guide to TWA Procedures and in compliance with Rule 10(2)(d), Chiltern Railways has consulted all those named in Schedules 5 and 6 to the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 who are entitled, in this instance, to receive a copy of the documents associated with the application, or notice that the application has been made. These consultations are listed in *Annex A*.

6 *CONSULTATION AFTER SUBMISSION OF THE TWA APPLICATION*

- 6.1 Chiltern Railways will continue with an active programme of engagement with stakeholders after submission as well as responding to all objections and representations made to the Secretary of State.
- 6.2 The TWA order application documents, including the Environmental Statement and Non Technical Summary, will be available to the public through printed versions available at local libraries and Council Offices. The documents will also be available to download from the Chiltern Railways Evergreen 3 website and on CDs which will be available at no charge.

Annex A

Consultations with Bodies
Specified in Schedules 5 and
6 to the Rules

THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006
SCHEDULE 5

THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	Not applicable.	None. The works do not concern or affect the foreshore or tidal waters.	Not applicable.
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	Environment Agency.	Environment Agency.	Copy of Scoping Report provided. Provided with copy of consultation brochure. Meetings in March, August and October 2009.
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	British Waterways Board Inland Waterways Association Residential Boat-Owners Association	British Waterways Board Inland Waterways Association Residential Boat-Owners Association	Copy of Scoping Report Provided or invited to view report on the website. Provided with copy of the consultation brochure in April 2009
4. Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Environment Agency	Environment Agency	Copy of Scoping Report provided. Meetings in March, August and October 2009.
5. Works causing or likely to cause an obstruction to the passage of fish in a river.	Not applicable.	None. The works do not concern or affect the passage of fish in a river.	Not applicable.

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	Environment Agency	Environment Agency	Provided with copy of Scoping report. Provided with copy of the consultation brochure. Meetings in March, August and October 2009.
7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	Not applicable.	None. The works do not concern or affect harbours.	Not applicable.
8. Works affecting a site protected under the Protection of Wrecks Act 1973.	Not applicable.	None. The works do not concern or affect a wreck site.	Not applicable.
9. Works affecting, or involving the stopping-up or diversion of, a street, or affecting a proposed highway.	The relevant highway authority or where the street is not a highway maintainable at the public expense, the street managers.	Highways Agency Oxfordshire County Council Oxford City Council Cherwell District Council Bicester Town Council Islip Parish Council Network Rail	All principal councils were provided with copies of the Scoping Report. Provided with copy of the consultation brochure. The parish and town council were invited to view the scoping report on the website and were written to about this issue. Network Rail, which owns Station Approach, has been consulted throughout scheme development.

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
10. The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club.	All parish councils. The Auto-Cycle Union. The British Horse Society. The Byways and Bridleways Trust. The Open Spaces Society. The Ramblers' Association. The British Driving Society. The Cyclists' Touring Club.	Parish councils and groups were invited to view the scoping report on the website or provided with a copy. Ongoing consultation with the parish councils including meetings and letters. Provided with copy of the consultation brochure and details of proposed footpath and bridleway closures that are in their area. Meetings were also held with the Public Rights of Way officers at Oxfordshire County Council, and with Oxford City Council and Cherwell District Council.
11. The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority	Oxfordshire County Council Oxford City and Cherwell District Council	Provided with copy of the Scoping Report. Provided with copy of the consultation brochure. Individual meetings/ discussions as required.
12. Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory Undertaker.	British Telecommunications plc Scottish and Southern Energy PLC SSE Energy Supply Limited Southern Electricity PLC Thames Water Utilities Ltd	Companies whose land will be affected have been written to. Any other affected statutory undertakers which have been identified were written to and advised that they would be receiving documentation.
13. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	Not applicable.	None. The works do not concern or affect an area of coal working.	Not applicable.

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
14. Works affecting: (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site.	The Historic Buildings and Monuments Commission for England.	English Heritage The Oxford Preservation Trust Oxford Archaeological and History Society Railway Heritage Trust	English Heritage provided with copy of Scoping Report All sent copy of consultation brochure All except English Heritage, invited to view Scoping Report on the website. Meetings held with Oxford Preservation Trust and correspondence and meetings with English Heritage.
15. Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	The Historic Buildings and Monuments Commission for England.	English Heritage.	See response to 14 above.
16. Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	Not applicable.	None. The works to be authorised do not affect a garden or other land of historic interest.	Not applicable.

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
<p>17. Works affecting:</p> <p>(i) a site of special scientific interest of which notification of which has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981;</p> <p>(ii) an area within 2 kilometres of such a site of special scientific interest and of notification has been given to the local planning authority; or</p> <p>(iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.</p>	Natural England.	Natural England	<p>Copy of the Scoping Report provided.</p> <p>Provided with copy of the consultation brochure.</p> <p>Meetings and discussions with Natural England in relation to Wendlebury Meads SSSI, Oxford Meadows SAC, Hook Meadows and the Trap Ground SSSI.</p>
<p>18. Works affecting a National Park or an Area of Outstanding Natural Beauty.</p>	Not applicable.	None. The works to be authorised do not affect a National Park or an Area of Outstanding Natural Beauty.	Not applicable.
<p>19. Works which are either:</p> <p>(i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or</p> <p>(ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.</p>	Not applicable.	None. The works to be authorised do not affect Windsor Castle or the vicinity of a royal palace or park.	Not applicable.

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
20. Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	Not applicable.	None. The works to be authorised are not within 250 meters of land used for the deposit of refuse or waste or notified to the local planning authority.	Not applicable.
21. The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990.	Not applicable.	None. The works to be authorised do not involve the carrying out of an operation requiring hazardous substances consent.	Not applicable.
22. Works not in accordance with a development plan and which either- (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate);or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	The Secretary of State for Environment food and Rural Affairs.	DEFRA.	Provided with copy of Scoping Report.
23. (i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	The Rail Passenger Users Council	The Rail Passenger Users Council (Passenger Focus)	Meeting in August 2009

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
24. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Her Majesty's Railway Inspectorate.	Her Majesty's Railway Inspectorate.	Meetings and discussions held with HMRI.
25. Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail Regulation	The Office of Rail Regulation	It is Chiltern's intention to make a Supplementary Track Access Agreement with Network Rail, which will be submitted to the Office of Rail Regulation for approval.
26. The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Network Rail First Great Western	<p>Network Rail has been fully involved in working up the proposals and has prepared the feasibility design for the new railway and its interface with the existing network.</p> <p>Regular meetings take place with Network Rail and there has been consultation on the land in Network Rail's ownership which is required for the Scheme.</p> <p>Network Rail has been consulted on the draft planning direction and conditions.</p> <p>Network Rail has been sent a draft protective provision for the purposes of negotiation and a copy of the draft TWAO application</p> <p>Regular meetings have taken place with FGW as part of the ongoing proposals for Oxford station.</p> <p>New access arrangements for MoD Bicester are required. Discussions have been held with Defence Supply and Distribution Agency and outline agreement reached.</p> <p>Provided with copy of the Scoping Report.</p> <p>Provided with copy of the consultation brochure.</p>
27. Works affecting land in which there is a Crown interest.	Defence Supply and Distribution Agency	Defence Supply and Distribution Agency	<p>New access arrangements for MoD Bicester are required. Discussions have been held with Defence Supply and Distribution Agency and outline agreement reached.</p> <p>Provided with copy of the Scoping Report.</p> <p>Provided with copy of the consultation brochure.</p>

(1) Authority sought for-	(2) Documents to be deposited with-	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
28. Works to be carried out in Greater London.	Not applicable.	None. The works to be authorised are not in Greater London.	Not applicable.

THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006
SCHEDULE 6

THOSE TO BE SERVED WITH NOTICE OF THE APPLICATION

(1) Authority sought for-	(2) Those to be served	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
1. Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these rules).	Not applicable	None. The works to be authorised do not affect the foreshore below mean high water spring tides, tidal waters or the bed of, or the subsoil beneath, tidal waters.	Not applicable
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Crown Estate Commissioners Natural England	Crown Estate Natural England	For Natural England see Category 17 of Schedule 5 above Crown Estate notified that application to be made.
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Bodies other than Inland Waterways Association and National Association of Boat-owners, as may be required by Secretary of State.	No such notice has been required	None.
4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	Not applicable	None. The works to be authorised are not in an area under the control of a harbour authority	Not applicable

(1) Authority sought for-	(2) Those to be served	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
5. Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	The Environment Agency	Environment Agency	See Category 2 of Schedule 5 above.
6. Works likely to affect the volume or character of traffic entering or leaving- (i) a special road or trunk road; (ii) any other classified road.	The Highways Agency	The Highways Agency	Provided with copy of the Scoping Report and separate Transport Scope. Meeting in May 2009.
7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all frontage buildings on the highway affected.	Any frontagers have been identified through a land referencing exercise	Individual meetings or discussions with key frontagers as required
8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	Not applicable	None. The works to be authorised do not affect any land on which there is a theatre.	Not applicable
9. The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom that protection or benefit is conferred or is currently entitled to that protection or benefit	Network Rail Environment Agency British Waterways Board Statutory Undertakers	See entries in Schedule 5 above.
10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981).	Not applicable	None. The compulsory purchase of ecclesiastical property is not proposed	Not applicable

(1) Authority sought for-	(2) Those to be served	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
11. Works in Greater London or a metropolitan county.	Not applicable	Works are not in Greater London or a metropolitan county.	Not applicable
12. The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over the land.	None. Every owner or occupier of land over which such powers are sought is included in the book of reference described in rule 12(8), for this scheme.	Not applicable
13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected	The Post Office	Provided with copy of the consultation brochure.
14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	Not applicable	None. Works in an area of coal working are not planned.	Not applicable
15. Works for which an environmental impact assessment is required.	The Commission for Architecture and the Built Environment.	The Commission for Architecture and the Built Environment.	Provided with copy of the Scoping Report Provided with copy of the consultation brochure.

(1) Authority sought for-	(2) Those to be served	(3) Proposed recipient(s)	(4) Project Development and Design Consultation
16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Any such persons have been identified so that they can be notified	Those residents are likely to have received consultation brochure and/or other consultation materials. Potential Section10 claimants will receive notice once the application is made.

Annex B

Stage Two and Three Meetings Record

INTRODUCTION

This annex provides a record of face to face meetings with key stakeholder organisations that were held during consultation stages two and three. These meetings were supported by a numerous emails and telephone correspondence to close issues raised out or to follow up on specific concerns or issues.

In addition there has been extensive consultation by correspondence, email and telephone with line-side residents and other interested parties. Ongoing consultation with Network Rail and other train operators has been undertaken in accordance with standard railway procedures and is not listed here.

Table B1 TWAO Meetings

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
<i>Members of Parliament</i>			
Evan Harris MP and constituency representatives	08.10.09	<ul style="list-style-type: none"> Concerns of the residents of Oxford in relation to the Evergreen 3 project. Next steps and likely timelines. 	<ul style="list-style-type: none"> Promise to keep updated as the application progresses and provide information on TWA process.
<i>District/ City Councils and Councillors</i>			
Buckinghamshire County Council	27.09.09	<ul style="list-style-type: none"> Introduction to the scheme. Train service impacts in Buckinghamshire. 	<ul style="list-style-type: none"> N/A
Cherwell District Council	10.10.08	<ul style="list-style-type: none"> Proposals outlined to Chief Executive. 	<ul style="list-style-type: none"> Need for ongoing consultation and discussions with officers as scheme progresses.
	03.12.08	<ul style="list-style-type: none"> Proposals outlined to relevant officers. 	<ul style="list-style-type: none"> Need for ongoing consultation and discussions as scheme progresses.
	04.03.09	<ul style="list-style-type: none"> Station options. 	<ul style="list-style-type: none"> Need for ongoing consultation.
	07.05.09	<ul style="list-style-type: none"> Relationships between scheme and Local Plan/Local Development Framework. 	<ul style="list-style-type: none"> Scheme does not conflict with local plans and development framework.
	12.08.09	<ul style="list-style-type: none"> Provide up date on proposed scheme following design freeze, including station designs and level crossing closures. 	<ul style="list-style-type: none"> Overall support for the scheme, as long as take into account visual intrusion and impacts to greenbelt. Agreement for further discussions regarding business relocation. Overall satisfaction with the proposals.
	15.09.09	<ul style="list-style-type: none"> Effects of Bicester Town Station redesign including business relocation and car parking. 	<ul style="list-style-type: none"> Cherwell to assist in identifying sites for business relocation.
Oxfordshire County Council Transport Team	08.12.08	<ul style="list-style-type: none"> Proposals outlined. Overlap with East West Rail. Water Eaton Parkway - relationship with Bus Park & ride, and proposed waste depot. Bicester London Road level crossing and traffic levels. 	<ul style="list-style-type: none"> Need for ongoing consultation as scheme progresses.
	13.1.09	<ul style="list-style-type: none"> Access to Oxford project. 	
	09.03.09	<ul style="list-style-type: none"> Oxford station design and possible collaborations. 	
	27.03.09	<ul style="list-style-type: none"> Oxford station 	

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
	23.04.09	<ul style="list-style-type: none"> Progress on the proposals. Links to the East-West Rail proposals. Studies on road and rail based access to Oxford being undertaken by OCC. Need for 8 car platforms at all stations except Oxford. 	<ul style="list-style-type: none"> The EIA Scoping Report was acceptable to OCC. CRCL and EWR should clarify which body was responsibility for the various potential mitigation works that may arise as a result of the different services. Need for 8 car platforms to be explained in the EIA. The COTM model should be applied and the scenarios for modelling were agreed.
	22.07.09	<ul style="list-style-type: none"> Overall progress. Chiltern project scope revisions. 	
	06.09.2009	<ul style="list-style-type: none"> Station Options discussed along with car parking provision and forecast modelling. Effects on Greenbelt re car parking at Water Eaton were discussed. 	<ul style="list-style-type: none"> Look into provision of a turning facility for buses at Bicester Town Station. Use of the SATURN traffic model would be appropriate approach to assess effect of line and level crossings.
	14.09.09	<ul style="list-style-type: none"> Oxford station. Sheepwash bridge. Water Eaton Parkway Level crossing proposals. Executive Committee resolution. 	
	20.09.09	<ul style="list-style-type: none"> Oxford station. 	
	20.10.09	<ul style="list-style-type: none"> Oxford Station Design and layout - the need for the new buildings to be attractive and fit in with the surrounding built environment. 	<ul style="list-style-type: none"> Chiltern happy to take this into account when design the new station buildings.
Oxfordshire County Council PROW team	16.04.09	<ul style="list-style-type: none"> Outline the proposed route. Discuss initial issues regarding all PROW and Crossings. Need for crossings to be DDA compliant. 	<ul style="list-style-type: none"> PROW to provide response as part of a wider response.

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
	19.08.09	<ul style="list-style-type: none"> Review of the Preferred Crossings Options for the public rights of way on a crossing by crossing basis. Method for assessing impacts of changes to PROW. 	<ul style="list-style-type: none"> Questioned closure of link [398/4] between Wendlebury Foot Crossing and the BBOWT bridle path [Charlton-on-Otmoor Bw4]. Expressed concern over closure of Oddington Foot Crossing. OCC put forward an option to rationalise the footpaths in the area to the west of the railway around Brookfurlong Farm. OCC would like Islip level crossing to be kept open for horses and pedestrians. Chiltern Railways has subsequently altered the proposals to include a foot/bridleway bridge at Islip Mill Lane in response to concern regarding the closure at Islip level crossing.
Oxford City Council	18.11.08	<ul style="list-style-type: none"> Briefing to Chief Executive and senior officers. 	
	03.06.09	<ul style="list-style-type: none"> Update on EG3 proposals. Selection of Water Eaton over Peartree site for the Parkway station. Aristotle Lane crossing. Redevelopment of Oxford station and Chiltern's proposal effect on this. Procurement and training. 	<ul style="list-style-type: none"> Highlighted councils desire for local procurement. Need for the city and county councils to address a number of issues together.
	07.09.09	<ul style="list-style-type: none"> Update on progress. Core Strategy process and implications. Northern Gateway development. 	<ul style="list-style-type: none"> Letter of support.
North Oxford Local Councillors	17.09.09	<ul style="list-style-type: none"> Scheme design. Concerns of residents of North Oxford including noise, vibration, speeds and mitigation measures. Next steps in the process. 	<ul style="list-style-type: none"> Agreement to keep locals informed as the scheme and application progresses.
Parish Councils			
Ambrosden Parish Council	19.03.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Effect on public crossings. Effect on Bicester Taxibus. 	<ul style="list-style-type: none"> No objections raised. Agreement to provide updates as the scheme progresses.
Bicester Town Council		<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. 	<ul style="list-style-type: none"> Welcome the scheme.

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
Charlton-on-Otmoor Parish Council	14.05.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Effect on crossings. Noise impacts to local residents. 	<ul style="list-style-type: none"> Councillors would like to feedback views on proposals for Holts Farm Crossing and Oddington Crossing. They felt the Environmental Impact Assessment positioning document to be a comprehensive one.
Islip Parish Council	10.03.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Effect on crossings. Detailed design at Islip station including security. Upgrade in train service. Need to preserve the rural aspect of the village. 	<ul style="list-style-type: none"> Overall support for the scheme if consider the need for footbridge at Mill Lane Crossing and preserve rural nature of village. Chiltern Railways will provide a foot/bridleway bridge in response to these concerns.
Kidlington Parish Council	26.02.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. The proposed Waste Terminal at the Water Eaton site. Traffic impacts and car parking at Water Eaton Parkway. 	<ul style="list-style-type: none"> Feeling that the Environment around the area needs improvement. Welcome the scheme in principle.
Launton Parish Council	05.03.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Traffic impacts and car parking at Water Eaton Parkway 	<ul style="list-style-type: none"> N/A
Wendlebury Parish Council	29.04.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Effect on crossings. Noise impacts to local residents. 	<ul style="list-style-type: none"> Need for continued consultation and discussions. Need to protect the rural nature of the area which is already suffering as a result of the road network.
Haddenham Parish Council	10.12.09	<ul style="list-style-type: none"> Outline of Proposals. 	<ul style="list-style-type: none"> Would like trains to stop at Haddenham and Thame parkway.
<i>Businesses and Business representatives</i>			
Thames Valley Chamber of Commerce	17.03.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Extension of Oxford Station. Car parking at Water Eaton Parkway. 	<ul style="list-style-type: none"> Support modal shift from road to rail.
Bicester Village (Value Retail Ltd.)	09.12.08	<ul style="list-style-type: none"> Introduction to the scheme. 	<ul style="list-style-type: none"> Need for ongoing consultation especially in relation to Bicester Town Station as scheme progresses.
	06.03.09	<ul style="list-style-type: none"> Outlined proposals and in particular options at Bicester Town Station and issues around car parking provision. London Road Crossing Discussed. 	<ul style="list-style-type: none"> It was agreed that i) the proposed method of working for the shared space at the new car park was practical; ii) that Chiltern would develop option1,with the 220 shared spaces, possibly as a "first phase"; iii) that Chiltern would explore a range of alternatives for further car parking capacity.

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
	07.08.09	<ul style="list-style-type: none"> • Drawings for Bicester Town station presented • Layout and car parking at Bicester Town was discussed including land take from car park. • Importance of the taxibus from Bicester North Station. 	<ul style="list-style-type: none"> • Discuss proposals further and provide architectural information on the village. • Agreement on layout and car park provisions.
Kidlington Business Voice	27.11.09	<ul style="list-style-type: none"> • Introduction to the scheme 	<ul style="list-style-type: none"> • Proposal welcomed.
Bicester Vision	05.03.09	<ul style="list-style-type: none"> • Introduction to scheme. 	<ul style="list-style-type: none"> • Proposal welcomed.
	25.09.09	<ul style="list-style-type: none"> • Impact of scheme on future traffic arrangements in Bicester. 	
	09.12.09	<ul style="list-style-type: none"> • Bicester development summit 	<ul style="list-style-type: none"> •
Oxford Airport	22.09.08	<ul style="list-style-type: none"> • Introduction to scheme. 	<ul style="list-style-type: none"> • Proposal welcomed.
Regional Bodies			
SEEDA South East England Development Agency	18.06.08	<ul style="list-style-type: none"> • Outlined scheme overall. 	<ul style="list-style-type: none"> • Proposals welcomed. • Letter of support.
SEERA/South East Regional Transport Board	16.01.09	<ul style="list-style-type: none"> • Outlined scheme overall. 	<ul style="list-style-type: none"> • Motion supporting scheme minuted. • Letter of support.
Environmental			
Environment Agency	12.03.09	<ul style="list-style-type: none"> • Outlined current proposals and use of the line. • Flood risk along the route including existing flooding areas, culverts and stations and the need to consider flood risk in detail in any areas outside the existing footprint. 	<ul style="list-style-type: none"> • Looking for a decrease in flood risk. • Water and energy efficiency and sustainable construction techniques used as part of the redevelopment. • Use of SUDS. • Consideration of use of Green roofs as site drainage.
	04.09.09	<ul style="list-style-type: none"> • FRA of station options and crossing changes. 	<ul style="list-style-type: none"> • Surface water runoff not to exceed existing rates. • The EA will need to approve designs where attenuation affects the layout of the design. • The EA need to have enough information to ensure that sufficient surface water drainage is in place. • There should be a target to reduce runoff at each location. • Climate change impacts are to be included.

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
	14.10.09	<ul style="list-style-type: none"> FRA results and the EIA. 	<ul style="list-style-type: none"> Formal comment on the FRA and water chapter to be provided within 21days. Groundwater and Contamination specialist has been introduced, and is going to review the chapter. Update of the situation with the sensitive ecological sites. EA are to receive a copy of the Habitats Regulations screening assessment as soon as it is done. Further agreement on how to commitments with regards to the embankment stability works in the future are going to be considered by both parties.
Natural England	01.07.09	<ul style="list-style-type: none"> Meeting to discuss crossings at Holts farm (on site). SAC -Conservation Objectives details and site specific information on the location of qualifying interests on the site. Need for a Habitats Regulation Assessment. 	<ul style="list-style-type: none"> Concerns about protection of SAC and SSSIs to be met by method statements and conditions. HRA to be submitted
English Heritage	06.07.09	<ul style="list-style-type: none"> Presence of remains of a Roman Fort close to Langford Lane Crossing. Presence of valuable archaeology in the area of the SAM. Proposals for the Swing Bridge at Sheepwash Channel. 	<ul style="list-style-type: none"> Need to avoid the SAM and any proposals in the SAM to include details on potential ground disturbance. Proposals for the swing bridge are acceptable.
	03.12.09	<ul style="list-style-type: none"> Proposal for Langford Lane and the Sheepwash swing bridge were discussed 	<ul style="list-style-type: none"> Setting of the SAM was discussed at both sites, and the reason for adopting the current scheme.
Oxford Preservation Trust	23.03.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Need to add an extra span to the operational railway bridge. OPT plans to enhance visitors understanding of the bridge. Potential for Swing Bridge to be swung so it did not overhang the channel. 	<ul style="list-style-type: none"> OPT want the swing bridge to remain in its current location and to be protected
	07.08.09	<ul style="list-style-type: none"> Discuss work plans near the Swing Bridge. 	
Other			

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
Rewley Park Residents Association	16.07.09	<ul style="list-style-type: none"> The potential impacts and mitigations including noise, affecting residents in the Rewley Park development. Alignment of the track and location of buildings etc at the station. 	<ul style="list-style-type: none"> Agreement to keep the association informed as the scheme and application progresses.
	17.09.09	<ul style="list-style-type: none"> Design changes proposed following feedback at previous meeting. Site visit. 	<ul style="list-style-type: none"> Changes welcomed.
Farrells Architects - NW Bicester Eco-Town	12.08.09	<ul style="list-style-type: none"> Introduction to the scheme. 	<ul style="list-style-type: none"> Need for further updates.
	22.09.09	<ul style="list-style-type: none"> Overview of proposals including forecast use at the stations. Timescales of the EG3 Project and the Eco-Town. The need for 2 stations at Bicester rather than an interchange station. 	<ul style="list-style-type: none"> Continue to provide updates on the routing of access routes and the provision for buses and cycles for Bicester Town Station. Acceptance of need for two stations.
Railfuture	25.06.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Extension of Oxford Station. Mainline upgrading. Implementation of the enhancements. 	<ul style="list-style-type: none"> Need to engage further with Wendlebury Parish Council and residents in North Oxford.
Mendip Rail/Hansons and DB Schenker	05.03.09	<ul style="list-style-type: none"> Introduction to the scheme. Site visit. 	<ul style="list-style-type: none"> Need for updates as scheme progresses.
	09.06.09	<ul style="list-style-type: none"> Presentation on design proposals 	<ul style="list-style-type: none"> Agreed proposed design is practicable.
DSDA (MoD Rail) and DB Schenker	05.03.09	<ul style="list-style-type: none"> Introduction to the scheme. Site visit. 	<ul style="list-style-type: none"> Need to work together going forward to ensure scheme is compatible.
	09.06.09	<ul style="list-style-type: none"> Presentation on various design options. 	<ul style="list-style-type: none"> Preferences and issues outlined.
	13.08.09	<ul style="list-style-type: none"> New track layout between EG3 proposals and Bicester Military railway. Langford Lane crossing upgrade to a footbridge. 	<ul style="list-style-type: none"> Closed out all issues of connections. No problems with a footbridge at Langford Lane.
Chiltern Railways Passenger Board	24.06.09	<ul style="list-style-type: none"> Introduction to the scheme. Impact on existing Chiltern passengers. 	<ul style="list-style-type: none"> Proposals welcomed.
Passenger Focus	17.08.09	<ul style="list-style-type: none"> Introduced proposed EG3 Scheme. Outlined application process. Discussed station design, including access, facilities and information provision. Discussed detailed station design options and aspirations. 	<ul style="list-style-type: none"> Agreed station layouts were sensible given the constraints at each of the sites. Passenger Focus may also be able to provide assistance and funding for station-specific research into passengers' aspirations.

Consultee	Meetings Held	Issues Discussed	Next Steps/Outcomes
Waste Recycling Group, Calvert.	11.05.09	<ul style="list-style-type: none"> • Role of rail in waste disposal delivery • Chiltern plans for the Joint Line and the Oxford route were outlined. 	<ul style="list-style-type: none"> • WRG stated that they think that EG3 would be generally beneficial to their rail operations.
East-West Rail Consortium	29.09.08	<ul style="list-style-type: none"> • Board meeting (Chiltern has observer status). 	<ul style="list-style-type: none"> • Need for ongoing updates and understanding of issues arising.
	07.10.08	<ul style="list-style-type: none"> • Progress review. 	
	27.11.08	<ul style="list-style-type: none"> • Board meeting. 	
	12.12.08	<ul style="list-style-type: none"> • Briefing to EWR Consultants. 	
	16.01.09	<ul style="list-style-type: none"> • Progress review. 	
	20.01.09	<ul style="list-style-type: none"> • Funding strategies. • Spatial planning issues. 	
	26.01.09	<ul style="list-style-type: none"> • Board meeting. 	
	29.04.09	<ul style="list-style-type: none"> • Board meeting. 	
	21.05.09	<ul style="list-style-type: none"> • Progress review. 	
	27.05.09	<ul style="list-style-type: none"> • Board meeting. 	
	29.09.09	<ul style="list-style-type: none"> • Board meeting. 	
	18.11.09	<ul style="list-style-type: none"> • Strategy meeting. 	
	09.12.09	<ul style="list-style-type: none"> • Board meeting. 	
Oxford Station Steering Group	10/12/08	<ul style="list-style-type: none"> • Update on project progress given at each meeting. 	<ul style="list-style-type: none"> • Updates at future meetings so all relevant parties aware of progress.
	05/03/09		
	15/04/09		
	27/05/09		
	08/07/09		
Halcrow (as consultant to Oxfordshire County Council)	Series of meetings from May 2009 to September 2009	<ul style="list-style-type: none"> • Technical matters in respect of use of COTM modelling specification. 	<ul style="list-style-type: none"> • Modelling Specification Report prepared by PFA to reflect agreed approach.
Highways Agency	May 2009	<ul style="list-style-type: none"> • Overview of Scheme. • EIA Scoping. • Technical approach to assessment of Scheme. • Potential effects of Scheme on strategic road network. 	<ul style="list-style-type: none"> • HAg sent copy of EIA Scoping Report directly for review and comment.

Annex C

Publicity and Venues for Public Exhibitions

Exhibition Dates and Times

Date	Time	Location
Friday 17 th April	11am - 3pm 5pm - 8pm	Courtyard Arts Centre, Launton Road, Bicester, OX26 6DJ
Saturday 18 th April	10am - 5pm	Oxford Town Hall, St Aldgates, Oxford, OX1 1BX
Saturday 25 th April	10am - 3pm	Exeter Hall, Oxford Road, Kidlington, OX5 1AB

Exhibition Advertising Schedule

Publication	Date
Oxford Mail	Monday April 13 th 2009 (page 15)*
The Oxford Times	Thursday April 9 th 2009 (page 20)*
Bicester Advertiser	Thursday April 9 th 2009 (page 3)*
Oxford Star	Thursday April 9 th 2009 (page 8)*
Bicester Town, Bicester North and Oxford Stations	Posters displayed week commencing Monday April 13 th until Friday 24 th April.

*Also on their websites for 7 days week commencing Monday 13th April.