

The Ramblers

Chiltern Railways Bicester to Oxford Improvements Order 201(X)

Proof of Evidence

a. Gosford and Water Eaton Footpath No. 4

We find the closure of this right of way south of the railway unacceptable. We refer to the extract from Ordnance Survey digital map data, as produced in the Chiltern Railways Public Rights of Way Report, Annexe G, page 114, Figure G3, which shows the proposed closure of Gosford and Water Eaton Footpath No. 4, and the subsequent diversion (OBJ/041/3). Our arguments against extinguishment are as follows.

1. The proposed diversion goes north-north-west from point V on the map along the eastern side of the A4165 for 0.7km (0.45 m), a busy road which provides access into Oxford city centre, then follows in a north-north-east direction alongside the north side of the A34 for a further 0.7km (0.45 m), before rejoining the definitive line. In our experience nobody chooses to walk by the side of a busy A class road for pleasure, never mind the A34. This road is arguably one of the busiest non-motorway roads in the UK outside of the main city conurbations, with a large density of traffic almost all of the day, causing resultant noise and pollution. One of the main reasons this footpath is little used is because it crosses the A34 without benefit of any pedestrian-friendly crossing and thus puts the lives of those attempting to cross at extreme risk.
2. In our view a far better solution is to keep the definitive line to the railway, then follow that north east about 0.5 km (0.3 m) to the new bridge provided for the Gosford and Water Eaton BR5 as shown on the map coloured blue. The A34 may then be crossed, whilst not in peace and quiet, at least in relative safety. With a bit of forward thinking, a traffic free route from an entrance to the south of the Water Eaton Parkway station to this right of way could be provided, which would enable the people of Kidlington and the north access to the station without using their cars and as a bonus give them a bit of exercise.

b. Oddington Footpath No. 6

We object to the proposed extinguishment of the footpath Oddington No. 6 to the north of the railway as part of the Chiltern Railways Bicester to Oxford Improvements Order 201(X) under the Transport and Works Act 1992.

We refer to the extract from Ordnance Survey digital map data, as produced in the Chiltern Railways Public Rights of Way Report, Annexe G, page 114, Figure G2, which shows the proposed closure of Oddington 6 and the subsequent diversion. (OBJ/041/4).

Our case is based on the following premises which we believe are relevant to the evidence to the inquiry.

1. The Oddington Public Right of Way Footpath No. 6 proposed to be extinguished forms part of the direct route from Charlton-on-Otmoor to Weston-on-the-Green enshrined in the Oddington Enclosure Award of 1791. (OBJ/041/5). It is therefore an ancient enduring footpath at least 200 years old and, as a remnant of a world long since disappeared, deserves to be preserved.
2. The net difference in length between the present definitive line and the proposed one is stated to be 1.73 km (around 1.08 miles). This is a significant distance,

and should it occur under a 'normal' Highways Act 1980 Section 119 diversion this application, based on past cases, would be refused as being definitely not in the public interest.

The proposed diversion would make the total length walked between Charlton-on-Otmoor and Weston-on-the-Green about 6.09 km (3.78 miles), as compared to 4.36 km (2.71 miles) under the present line.

3. We calculate that 1.1 km (0.68 miles) of the proposed diversion is in relatively close proximity to the southern side of the railway line. We are given to understand that in the first stage 4 passenger train services plus 1 freight service, in both directions, will operate per hour on the improved line. This might well rise to 5 passenger trains plus 1 freight service per hour in the future. This will also be at a much increased speed perhaps up to 100 miles/hour.

We calculate that it would take an average walker 16 minutes to travel along the 1.1 km (0.68 m) assuming a reasonable speed of 4.0 km/h (2.5 mph), which in our terms is a moderate pace. Should the walker be walking at our leisurely pace of 3.2 km/h (2.0 mph) then it would take 20 minutes. So if a train is passing at every 12 minutes in both moderate and leisurely cases the walker would be subject to the noise and the wind buffeting of a high speed train twice. If the frequency rose to 6 trains per hour then the faster walker would be still likely to encounter 2 trains but the slower walker would have the misfortune to encounter 2 to 3. Railway enthusiasts might well appreciate that, walkers would definitely not; they walk in the countryside for peace and quiet.

4. Apparently one of the main grounds on which this application for extinguishment is based is the difficulty of providing bridge maintenance due to access problems. Surely with a modicum of imaginative thinking this could be overcome. There are roads within 0.5 km of the crossing and with landowner goodwill a rough and ready trackway could be built to accommodate such vehicles, which could be used for bridge maintenance.

We feel that an easy option has been taken here. Keeping this right of way would remove the need for a long path along the side of the railway line, only leaving the need to retain that necessary for the Oddington Footpath no. 2 diversion. We are sure that this scheme would meet with public approval.

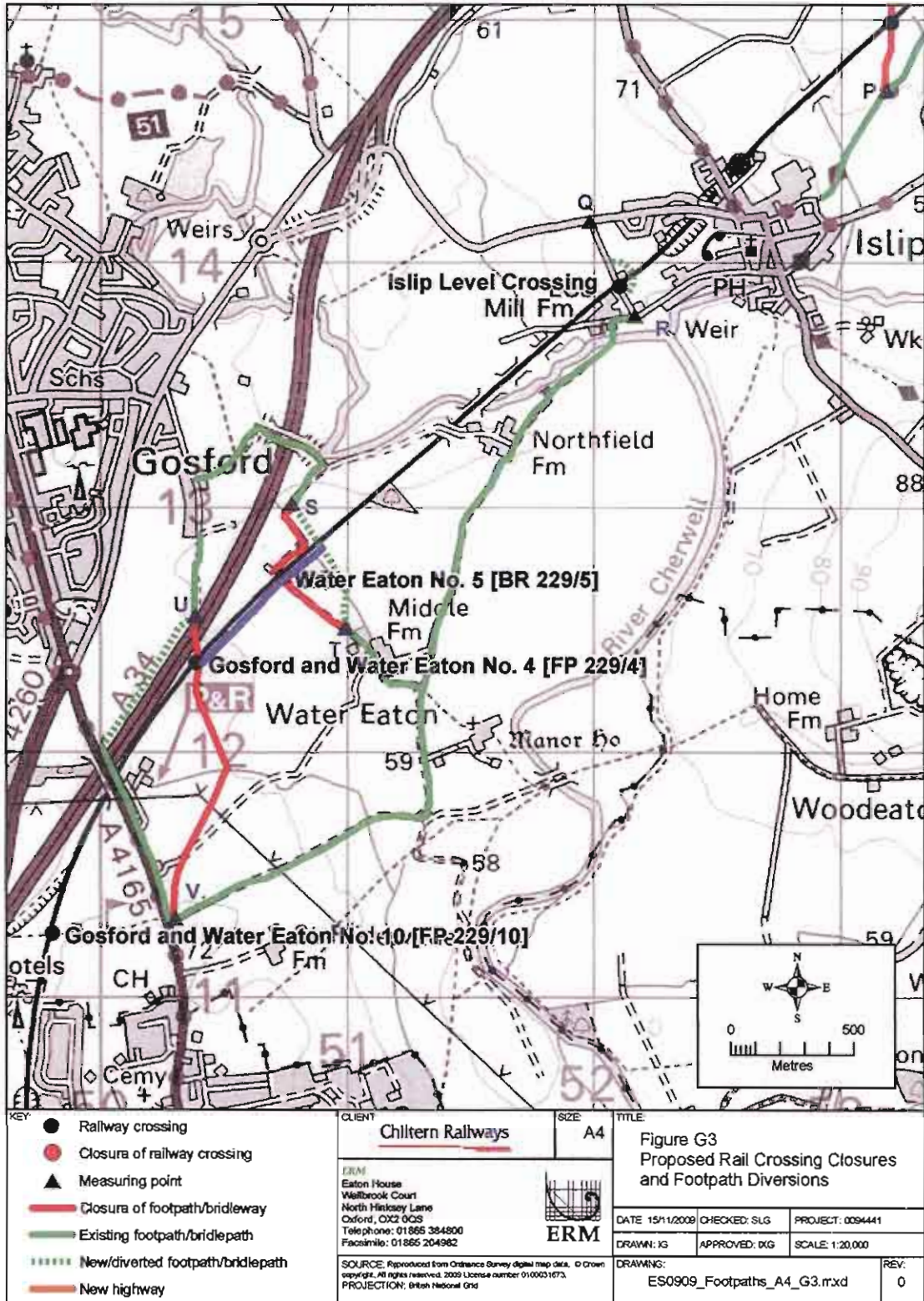
5. There is an anomaly in the statement on page 65 of the Chiltern Railways Public Rights of Way Report Annexe A on Level Crossing Options Appraisal (OBJ/041/6), where it states under the Usage Line that Oddington 6 appears reasonably well used then goes on to give one of the reasons for not proceeding with the bridge option that there are low levels of use of this right of way. It cannot be both!

Apparently a user survey was carried out in June 2009 over 3 separate 1 hour periods on a Sunday, as stated in the Chiltern Railways Public Rights of Way Report, Annexe D, and Page 84 (OBJ/041/7). One survey of 3 hours on 1 day is nowhere near the period necessary for a meaningful result.

We are not against the concept of the high speed rail link and we as an organisation support increased use of public transport, but we feel that this right of way should be preserved and not consigned to the dustbin of history.

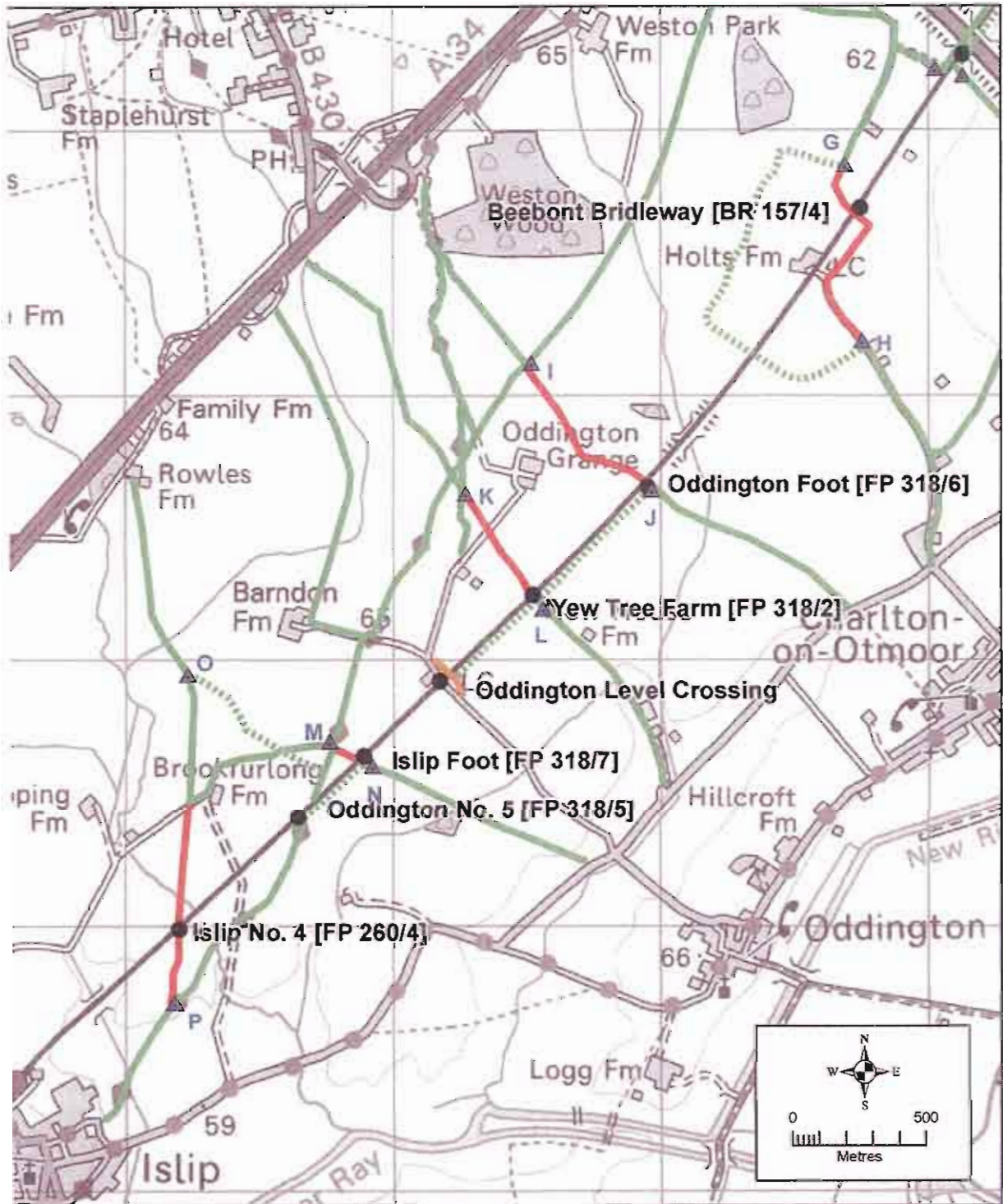
J C Orchard, 13th Sept. 2010

Map Showing the Gosford and Water Eaton Footpath 4 Area



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Map Showing the Oddington Footpath 6 Area



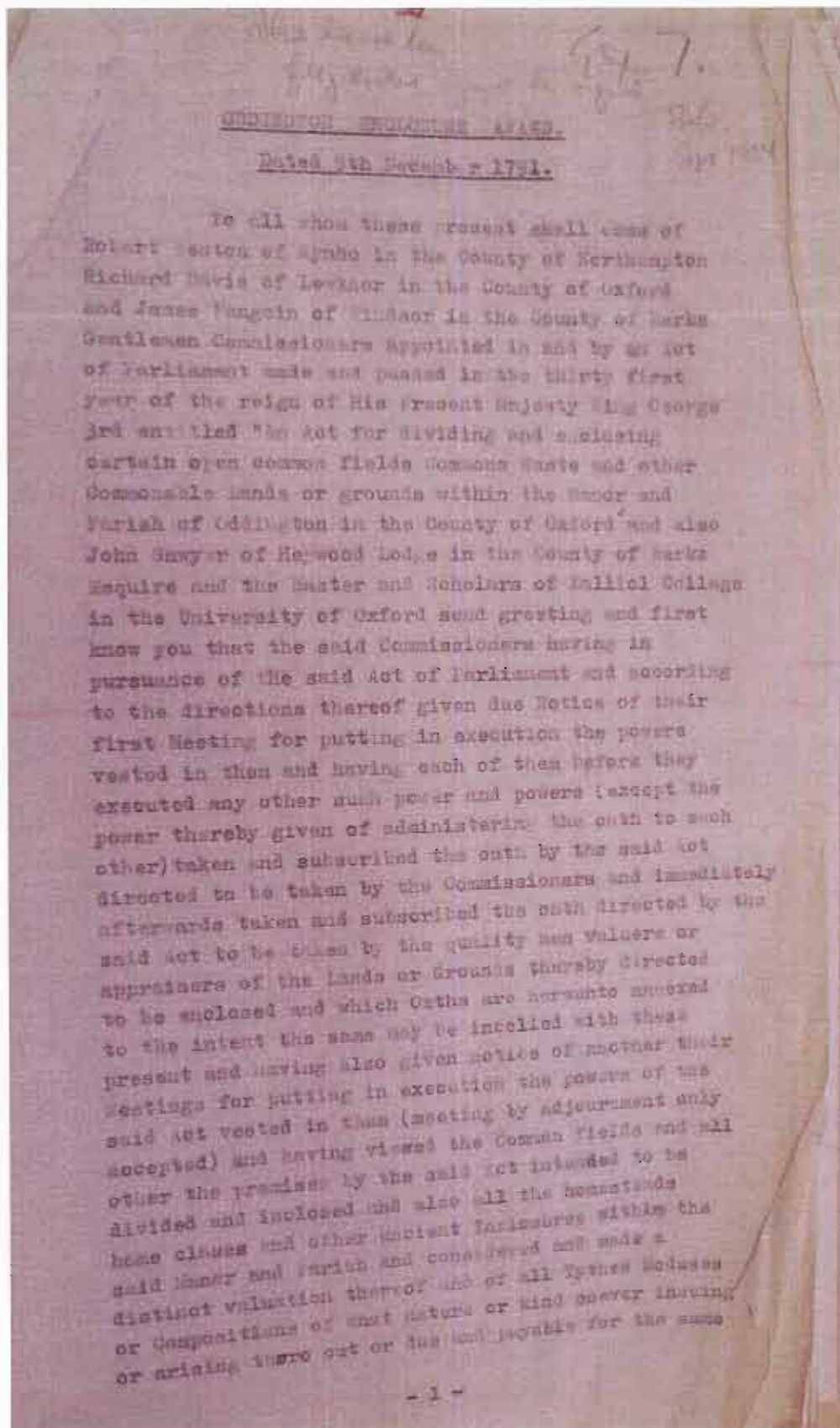
	Railway crossing
	Closure of railway crossing
	Measuring point
	Closure of footpath/bridleway
	Existing footpath/bridlepath
	New/diverted footpath/bridlepath
	New highway

CLIENT Chiltern Railways	SIZE A4
ERM Eaton House Wellbrook Court North Hinksey Lane Oxford, OX2 0QS Telephone: 01865 384500 Facsimile: 01865 204962	
SOURCE: Reproduced from Ordnance Survey digital map data. © Crown copyright. All rights reserved. 2009 License number 0100031613. PROJECTION: British National Grid	

TITLE Figure G2 Proposed Rail Crossing Closures and Footpath Diversions		
DATE 15/11/2009	CHECKED SLG	PROJECT: 0094441
DRAWN IG	APPROVED: DG	SCALE 1:20,000
DRAWING: ES0909_Footpaths_A4_G2.mxd		REV: 0

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Photograph of the type script of the Oddington Enclosure Award of 1791



to the Rector and his successors and having had laid before them the said Commissioners at several of their Meetings laid in pursuance of the said Act a Survey admeasurement and plan of the said open Common fields Commons and other commonable lands or grounds by the said Act intended to be divided and inclosed and also of all the homesteads house closes and other ancient Inclosures within the said Manor and Parish (except certain old inclosed Grounds and Woods called Oddington Grange belonging to Sir Henry Watkin Bushwood Farmer) setting forth ascertaining and describing the contents of the whole Freeman and the several parcels of land and number of Acres Woods and Patches belonging to each proprietor made and taken by Paul Parkins of Sinslow in the County of Bucks Land Surveyor and said Paul Parkins having previously verified the same on oath as directed by the said Act and the said Commissioners having perused examined and well considered such survey admeasurement and plan and also heard and try informed themselves of the rights and Claims of all parties interested therein and settled and determined the same and all differences and disputes whatsoever as well as all other matters and things relating to the said inclosures by the said Act admitted unto them they the said Commissioners have set out and appointed and by these presents do in the first place set out and appoint the inclosed herein

Roads No.1.

after mentioned (that is to say) one public carriage road of the breadth of forty feet leading from the Parish of Islip into through and over the open field of Oddington in the present course as the same is now staked out to the Parish of Charlton being part of the Public Road from

No.2.

Islip to Charlton Pincot and Marcot one other public carriage road of the like breadth of forty feet branching out of the last described public road in a South east direction and passing over Riots of Ground called the Great Common and Koriar pits way to the village of Oddington near the Parsonage house and from thence turning in a north east direction and passing between Moor Purling and Moor Purling Closes into the said Parish of Charlton the first described part of the said road being part of

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- No.3. the road from Oddington to Islip and the latter part of the road from Oddington to Charlton one other public carriage road of the like breadth of forty feet branching out of the first described road in a North West and Northward direction and passing nearly between the furlong called Rusty Common and Lortway and across and along other furlongs called Pitmoor Rider Stump Leasing Lands Little Lamb-Cut and Great Lamb-Cut (as the same is now marked and staked out) to a certain Gate situate at the entrance of the old inclosure called Oddington Grange being part of the road
- No.4. from Oddington to Weston on the Green one public footpath of the breadth of four feet leading from the South West end of the village of Oddington into the Parish of Hoke in the present course and crossing the
- No.5. Brook at a bridge in Long Meadow being part of the foot road from Oddington to Hoke one other public foot path of the like breadth of four feet leading from the same place as the last described path across the Brook in Maggots Bridge Mead in the present course and falling into the first described carriage road at the westward corner of Great Millway
- No.6. furlong being part of the foot road from Oddington to Islip one other public foot path of the like breadth branching out of the first described public carriage road at a place called Sweet Green and leading in the present course to a Gate at the Westward corner of Brook Furlong farsa being the Church Path from Oddington to the said Brook Furlong
- No.7. farsa one other public foot path of the like breadth leading from a certain Gate in Oddington Grange Glaves to the aforesaid westward corner of Brook Furlong Farsa and from thence passing along the West side of Mead Lands Upper Brook and Lower Brook Furlongs and across Picked Brook Furlong to a stile in another old Inclosure
- No.8. of the said Brook Furlong Farsa being part of the foot road from Leicester to Islip one other public foot path of the like breadth leading out of the first described public Carriage Road across the field next Charlton in the present course to a gate belonging to Oddington Grange Farsa and one other public footpath to the like breadth leading from a certain stile in an old Inclosure

belonging to Oddington Grange Farm at the South Corner of Oddington Wood and passing across woods and furlong into Charlton field being part of the foot road from Weston to Charlton

No. 10.

one private carriage road and drift way of the breadth of thirty feet branching out of the third described public carriage road in Little Lamb Out Furlong and passing in a North West and South West direction along Great Lamb Out Long Burden and Woodlands Furlong as the same is now marked and staked out to a Gate at the West corner of a certain old Inclosure belonging to Brook Furlong Farm being intended for the use of the owners and occupiers of the Lands adjoining to the said road and of the said Brook Furlong Farm and of certain old inclosures belonging to Magdalen College

No. 11a.

called Moor's Closes one other private carriage road and drift way of the breadth of thirty feet branching out of the last described private road and proceeding in a North East course along Little Moor Upper Furlong to a certain Gate at the West Corner of an old Inclosure belonging to Oddington Grange Farm being intended for the use of the owner and occupiers of the lands adjoining the said Road and of the owners and occupiers of the said farm called Oddington Grange and Brook Furlong the which said public and private roads and ways herein before particularly set out mentioned and described containing together by Lands measure seventeen acres one rood and thirty six perches are all the public and private roads and ways the said Commissioners think requisite to be set out and appointed in over through or upon the Lands or grounds by the said Act directed to be divided and inclosed and the said Commissioners in further pursuance of the said Act have

Allotments
For Home
Quarries.

set out another and appointed and by these Presents do set out allot and appoint all those two plots of Land hereinafter mentioned (that is to say) one plot of Land containing by statute measure half an acre situate in the Commonfield called the Woodfield bounded on the South East by the public road leading from Oddington to Charlton on the South West and North West by the first allotment herein awarded to the Master and Scholars of Balliol College and on the North East by the parish of Charlton and also one other plot of Land containing by statute measure half an acre situate in the Common field called

Level Crossing Option Appraisal

Name:	Oddington Foot
OS Grid Ref:	SP 54960 16661
Railway Ref.:	OXD 23m 35ch
Type:	Public Footpath
Function:	Public footpath (recreational) - links Charlton-on-Otmoor and Weston-on-the-Green
Usage:	Appears reasonably well used.
Proposal:	Close LC and footpath to northwest side of railway. Provide link to new Oddington OB (24m 07ch) on southeast side of railway (Existing public rights of way provide necessary links on northwest side).
Alternatives considered and reasons for dismissal:	1. Replace with footbridge at site of crossing - low levels of usage and proximity to proposed bridge to replace Oddington AOCL mean that cost and visual impact of separate structure cannot be justified.
	2. Retain and upgrade crossing - undesirable due to increased safety risk resulting from increased speed and frequency of trains.
	3. Close full length of footpath without direct replacement - undesirable impact on rights of way network (walkers to / from Charlton-on-Otmoor would need to walk via busy road to reach alternative route across railway).
Key considerations in determining proposal:	
Railway engineering and operations:	Retention of crossing undesirable from safety point of view. Access difficulties for bridge construction.
Land and property:	Footbridge might require small areas of third-party land. Diversion of footpath via Oddington Grange crossing would require acquisition of rights over third party land.
Planning:	Potential visual impact of bridge.
Ecology:	No obvious impact.

Chiltern Railways Oxford to Bicester: Summary of PROW Surveys Undertaken on Sunday 14/06/2009

Name of Crossing	Type	Duration	Time Periods	Number of Users
Langford Lane Level Crossing	Public Road	All day	09:00-18:00#	14 pedestrians
Elm Tree Farm No 1	Public Footpath	3 hours	10:30-11:30, 14:00-15:00, 17:00-18:00	0
Wendlebury Foot	Public Footpath	3 hours	10:30-11:30, 14:00-15:00, 17:00-18:00	0
Beebont Bridleway	Public Bridleway	1 hour	09:00-10:00	0
Oddington Foot	Public Footpath	3 hours	10:30-11:30, 14:00-15:00, 17:00-18:00	0
Yew Tree Farm	Public Footpath	3 hours	09:00-10:00, 12:00-13:00, 15:30-16:30	0
Islip Foot	Public Footpath	All day	09:00-18:00#	4 pedestrians
Oddington No.5	Public Footpath	All day	09:00-18:00#	0
Islip No.4	Public Footpath	3 hours	10:30-11:30, 14:00-15:00, 17:00-18:00	0
Islip Level Crossing	Public Road	All day	09:00-18:00#	37 pedestrians
Water Eaton No. 5	Public Bridleway	All day	09:00-18:00#	39 pedestrians 0 equestrians
Gosford and Water Eaton No.	Public Footpath	3 hours	09:00-10:00, 12:00-13:00, 15:30-16:30	0
Gosford and Water Eaton No.	Public Footpath	All day	09:00-18:00#	1 pedestrian
Note: # Hour break 13:00-14:00				

Ramblers Proof of Evidence

List of Documents

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| OBJ/041/3 | Chiltern Railways Public Rights of Way Report, Annexe G, page 114, Figure G3 |
| OBJ/041/4 | Chiltern Railways Public Rights of Way Report, Annexe G, page 114, Figure G2 |
| OBJ/041/5 | Photograph of the type script of the Oddington Enclosure Award of 1791 |
| OBJ/041/6 | Chiltern Railways Public Rights of Way Report, Annexe A, Page 65 |
| OBJ/041/7 | Chiltern Railways Public Rights of Way Report, Annexe D, Page 84 |