

## ARISTOTLE LANE CROSSING: PROPOSED MITIGATION WORKS

### FURTHER RESPONSE TO QUESTION OF CLARIFICATION RAISED BY MR SALISBURY IN RESPECT OF THE EVIDENCE OF STEPHEN BARKER: ENGINEERING

Transport and Works Act 1992

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

Rules 2006

1. On Wednesday 3<sup>rd</sup> November 2010, Mr Salisbury raised a number of questions of clarification in respect of the evidence of Mr Stephen Barker, three of those questions have been referenced as Ref 2/1, 2/2 and 2/3 on Inspector Document **X/8/2**.
2. Mr Barker did not have to hand the answers to these three questions and so Mr Barker undertook to provide answers to these three questions.
3. Complete answers to two of the three questions (Ref 2/1 and Ref 2/3 - Inspector Document **X/8/2**) were provided in **CRCL/P/6/E** . However, the answer to one of the questions (Ref 2/2 - Inspector Document **X/8/2**) could not be fully provided at that time as it relied on a response from Oxfordshire County Council ("OCC"), which had not at the time **CRCL/P/6/E** was submitted to the Inquiry been received from OCC (see paragraph 2 of **CRCL/P/6/E**).
4. A response has now been received from OCC and so this note therefore provides an update to **CRCL/P/6/E** by setting out OCC's full response to question Ref 2/2, namely:

***"Who is the "Overseeing Authority" is in respect of the public bridleway that passes over Aristotle Lane footbridge? What is their view on the ramp gradients?"***
5. The response to this question is as follows:-
6. It is my belief, as explained during Mr Salisbury's original questioning, that the Overseeing Authority is OCC. I therefore telephoned Mr Dick Helling<sup>1</sup> at OCC on Friday 4<sup>th</sup> November 2010 to discuss the issue. I followed up my telephone conversation with an email to Mr Helling on 5th November, a copy of which is

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<sup>1</sup> Mr Helling is the Principal Policy Officer, Environment and Economy for OCC and is Chiltern Railways' initial point of contact at OCC for all matters relating to the Order scheme.

attached as **Appendix 1** to this note, formally putting to him the question of who the Overseeing Organisation is, and asking if OCC are the Overseeing Organisation, what OCC's view would be on the proposed gradients and arrangement of the approach ramps at the Aristotle Lane footbridge.

7. Mr Helling sent a formal email response on Thursday 11<sup>th</sup> November 2010, a copy of which is attached as **Appendix 2** to this note. His response states:

*“Oxfordshire County Council is believed to be 'Overseeing Authority' for this purpose. In principle, considering the constraints of the site, we have no objection to what is proposed. In general this work will improve access for the public over the bridge and in particular we welcome the inclusion of raising the section of the bridleway adjacent to Port Meadow prone to flooding. We see no obvious maintenance or liability issues. We consider that a 1:15 gradient, with landings, whilst not ideal, is acceptable to meet the needs of people with disabilities.”*

Stephen Barker

12<sup>th</sup> November 2010

Stephen Barker

Appendix 1

**From:** Stephen Barker  
**Sent:** 05 November 2010 10:47  
**To:** 'dick.helling@oxfordshire.gov.uk'  
**Subject:** Aristotle Lane Footbridge  
**Attachments:** 5083741-BOX-CBR-08619 Aristotle Lane Ramp Gradients.pdf

Dick,

Further to our telephone conversation this morning, I set out below Chiltern Railways' proposals in respect of the footbridge at Aristotle Lane and the public bridleway that runs over this bridge.

As you know, the purpose of the proposed works is to mitigate the proposed closure of the private foot crossing over the railway that is located a short distance to the north of the footbridge. The foot crossing provides a means of access from Aristotle Lane (to the east of the railway) to the Trap Ground Allotments (on the west side of the railway) and is used by people with a range of ages and abilities. Some users take cycles and wheelbarrows over the crossing. The public bridleway over the footbridge provides an alternative route into the allotments but, in light of the preceding points, we have proposed a number of improvements to the alternative route to make it easier to use than is presently the case. The full package of measures that we propose is:

1. Renewal of the existing timber deck of the footbridge and application of a non-slip surface to the new deck
2. Renewal or refurbishment of the existing parapet screens over the full length of the footbridge
3. Resurfacing and re-profiling of the approach ramps on both sides of the railway
4. Removal of overhanging and encroaching vegetation, primarily on the eastern ramp
5. Provision of a set of steps leading from the north side of the eastern ramp to a parking area that is proposed to be constructed adjacent to the eastern ramp
6. Raising the level of the stretch of the bridleway that leads from the end of the western approach ramp to the raised concrete track that runs across Port Meadow from Walton Well Road

In addition, we are seeking to formalise the existing vehicular rights of access from Walton Well Road across Port Meadow to the allotments that the allotment holders use on an occasional basis.

As you are aware, Port Meadow is a SSSI and a Special Area of Conservation (SAC) and these designations appear to extend to the western bridge ramp and the section of the bridleway we wish to raise. This means that the options available to us on the west side of the railway are limited. We have had a number of discussions and site visits with Natural England and they have indicated their agreement to the proposed works to the bridge ramp and bridleway beyond.

In respect of 6 above, we are proposing this item in order to reduce the likelihood of flooding of this section of the bridleway. This is important because flooding presently affects this section of the bridleway at certain times of year and limits the ability of the bridleway to act as an alternative means of access during these times.

In respect of 3 above, we are proposing a tarmac surface be applied to the eastern ramp. As a result of the SSSI / SAC designations affecting the western ramp, we will provide a permeable, unbound surface in order to avoid affecting drainage.

As I described to you on the telephone, one of the Objectors to the TWA Order has asked what the Overseeing Organisation's view is as to the acceptability of the proposal with particular reference to the proposed gradients to be applied to the re-profiled ramps. The proposed gradients are set out in the tables below and the arrangement of the ramps is shown on the attached drawing. It is my view that Oxfordshire County Council, being the highway authority, is the Overseeing Organisation in respect of these works. I would welcome your view on this. I would also welcome your comments on the acceptability of the proposed alterations, and in particular the proposed gradients, from the point of view of their impact on the public bridleway. (I must emphasise that I am not, at this stage, asking OCC for technical approval of the means of implementing the proposals – I am just interested in your view on the principles of the proposal).

The proposed gradients for each ramp are as follows:

12/11/2010

Table 1 (below): Gradients for the western approach ramp to Aristotle Lane footbridge:

Level at bottom of ramp (m)	Level at top of ramp (m)	Level change (m)	Ramp length (m)	Gradient (%)	Gradient (1 in n)
57.70	58.11	0.41	6.105	6.7	14.9
58.11	58.76	0.65	9.750	6.7	15.0
58.76	59.41	0.65	9.750	6.7	15.0
59.41	60.06	0.65	9.750	6.7	15.0
60.06	60.71	0.65	9.750	6.7	15.0
60.71	61.36	0.65	9.750	6.7	15.0
61.36	62.01	0.65	9.750	6.7	15.0
62.01	62.41	0.40	6.105	6.6	15.3

Table 2 (below): Gradients for the eastern approach ramp to Aristotle Lane footbridge:

Level at bottom of ramp (m)	Level at top of ramp (m)	Level change (m)	Ramp length (m)	Gradient (%)	Gradient (1 in n)
57.96	58.55	0.59	10.140	5.8	17.2
58.55	59.20	0.65	11.050	5.9	17.0
59.20	59.85	0.65	11.050	5.9	17.0
59.85	60.50	0.65	11.050	5.9	17.0
60.50	61.15	0.65	11.050	5.9	17.0
61.15	61.80	0.65	11.050	5.9	17.0
61.80	62.40	0.65	10.140	6.4	15.6

As OCC's views on this proposal need to be fed back into the Inquiry, I would appreciate a swift response if at all possible and in any case an indication of when you hope to be able to provide a response. If you have any questions in relation to the above, please do not hesitate to get in touch.

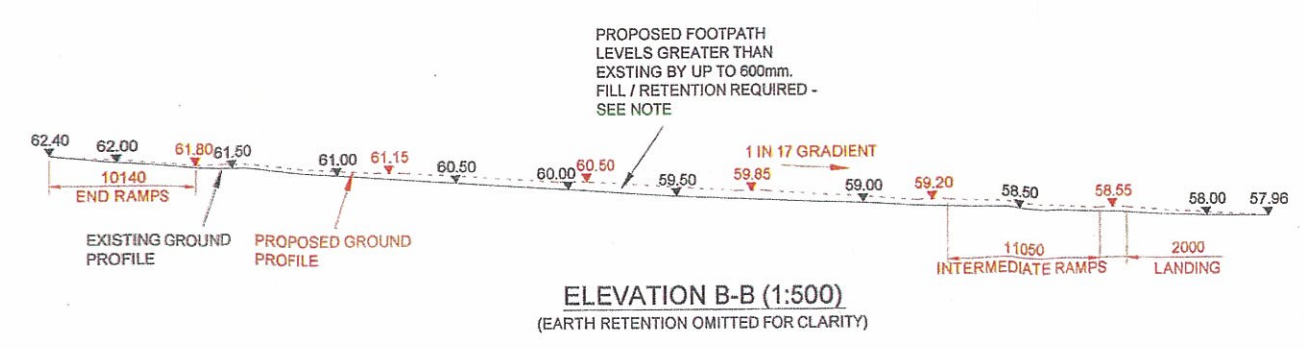
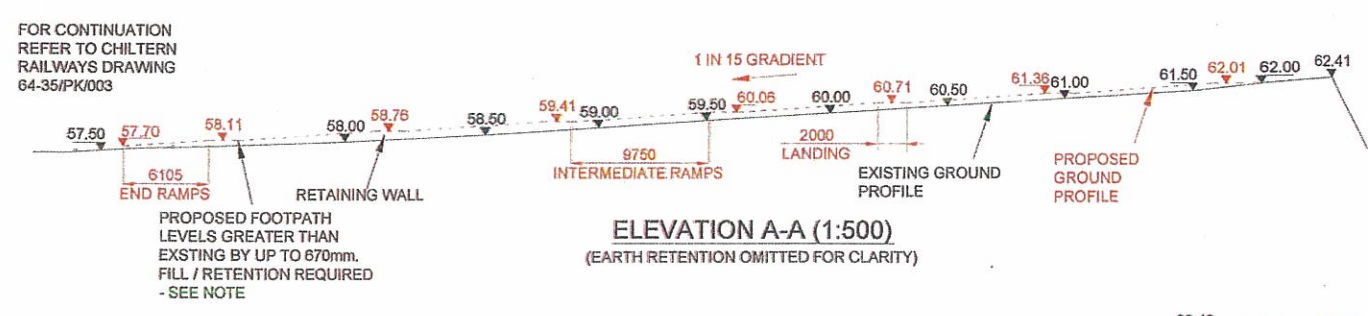
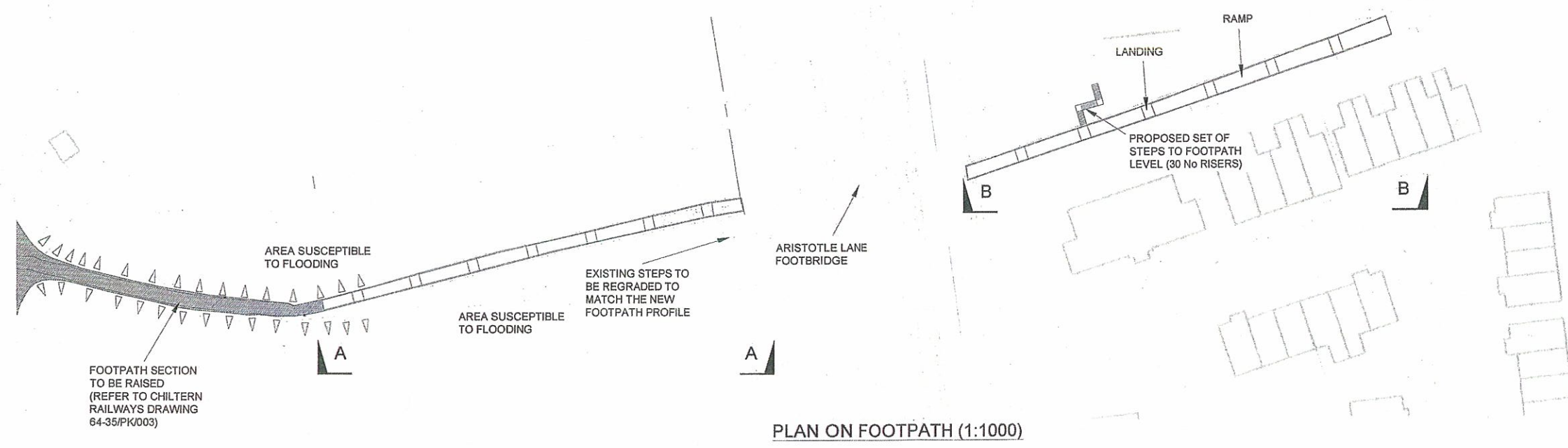
Regards,

Stephen Barker  
**Infrastructure Interface Manager**  
**Evergreen 3 Project**  
**On behalf of The Chiltern Railway Company Ltd**

**EG3 Project Office, Tramway Road, Banbury OX16 5TB**  
**Tel: +44 (0) 1926 729925**  
**Mob: +44 (0) 7818 014930**

100  
0 10  
Millimetres

- NOTES:**
1. ALL DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS STATED OTHERWISE. LEVELS ARE SHOWN IN METRES RELATIVE TO AERIAL SURVEY DATUM. ALL LEVELS SHOWN ARE IN METRES BASED ON AN AERIAL SURVEY.
  2. DIMENSIONS AND LEVELS SHOWN ARE FOR INDICATIVE INFORMATION PURPOSES ONLY. LANDING POSITIONS MAY BE ADJUSTED.
  3. LONGITUDINAL DIMENSIONS STATED ARE GIVEN ALONG THE LENGTH OF THE FOOTPATH.
  4. MAXIMUM FOOTPATH GRADIENT IS 1 IN 15 IN ACCORDANCE WITH BD23/04.
  5. THE CHANGE IN VERTICAL LEVEL PER EACH INTERMEDIATE RAMP IS 650mm. TOTAL LEVEL DIFFERENCES ARE 4714mm AND 4443mm FOR THE WESTERN AND EASTERN APPROACHES RESPECTIVELY.
  6. RETENTION OPTIONS:  
- POST / PLANK WALLS  
- REINFORCED EARTH  
- STONE FILL GABIONS



Rev	Date	Issue History	PK	DS	PH
P01	29.10.10	FOR INFORMATION			

Description of Changes

**FOR INFORMATION**

**ATKINS**

The Axis  
10 Holiday Street  
Birmingham  
West Midlands  
B1 1TF

Tel: +44 (0)121 483 6000  
Fax: +44 (0)121 483 6333

**Chiltern Railways**

EVERGREEN 3 PROJECT  
Unit 1, Tramway Industrial Estate,  
Tramway Road,  
Banbury,  
Oxon. OX15 5TD

**PROJECT EVERGREEN 3  
ARISTOTLE LANE CROSSING**

**INDICATIVE RAMP LAYOUT**

Drawn P. KONOPKA	Date 29.10.10	Designed P. KONOPKA	Date 29.10.10
Checked D. STEER	Date 29.10.10	Approved D. STEER	Date 29.10.10

A3	Scale STATED	Location DCL 64m35ch
Drawing Number 5083741-BOX-CBR-08619	Revision P 01	

Filename: D:\charitable\lanaristotle\_lane\_sketch.dwg  
 17/05/12  
 Date: 29/10/10  
 Usernames: konopka35

Stephen Barker

Appendix 2

**From:** Helling, Dick - Environment & Economy - Public Transport Policy  
[Dick.Helling@Oxfordshire.gov.uk]  
**Sent:** 11 November 2010 18:41  
**To:** Stephen Barker  
**Cc:** Richards, Andrew - Environment & Economy - Public Transport Policy  
**Subject:** RE: Aristotle Lane Footbridge

Hi Steve

Many apologies for having been unable to get back to you in time with a formal response. I am now able to respond as follows:

Oxfordshire County Council is believed to be 'Overseeing Authority' for this purpose. In principle, considering the constraints of the site, we have no objection to what is proposed. In general this work will improve access for the public over the bridge and in particular we welcome the inclusion of raising the section of the bridleway adjacent to Port Meadow prone to flooding. We see no obvious maintenance or liability issues. We consider that a 1:15 gradient, with landings, whilst not ideal, is acceptable to meet the needs of people with disabilities.

I hope that this is still useful for the Inquiry.

Best regards

Dick Helling  
Principal Policy Officer  
Environment and Economy  
Oxfordshire County Council

-----Original Message-----

**From:** Stephen Barker [<mailto:Stephen.Barker@chilternrailways.co.uk>]  
**Sent:** Tue 11/9/2010 9:10 AM  
**To:** Helling, Dick - Environment & Economy - Public Transport Policy  
**Subject:** RE: Aristotle Lane Footbridge

Morning Dick,

Have you managed to get a more formal response on this yet from your colleagues?

Sorry to chase, but I need to update the Inquiry on this matter today.

Steve

Stephen Barker  
Infrastructure Interface Manager  
Evergreen 3 Project  
On behalf of The Chiltern Railway Company Ltd

12/11/2010

EG3 Project Office, Tramway Road, Banbury OX16 5TB

Tel: +44 (0) 1926 729925

Mob: +44 (0) 7818 014930

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From: Helling, Dick - Environment & Economy - Public Transport Policy  
[mailto:[Dick.Helling@Oxfordshire.gov.uk](mailto:Dick.Helling@Oxfordshire.gov.uk)]  
Sent: 05 November 2010 11:45  
To: Stephen Barker  
Subject: RE: Aristotle Lane Footbridge

Hi Steve

I have been advised informally that we are likely to be the Overseeing Authority for this purpose; also that a 1:15 gradient, with landing platforms, is likely to be acceptable to us. I have asked relevant colleagues to comment in detail and hope to be able to respond formally by Monday 8 November.

Regards

Dick Helling

Principal Policy Officer

Oxfordshire County Council

tel (01865) 815859

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From: Stephen Barker [mailto:[Stephen.Barker@chilternrailways.co.uk](mailto:Stephen.Barker@chilternrailways.co.uk)]  
Sent: 05 November 2010 10:47  
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Level at top of ramp (m)

Level change (m)

Ramp length (m)

Gradient (%)

Gradient (1 in n)

57.70

58.11

0.41

6.105

6.7

14.9

58.11

58.76

0.65

9.750

6.7

15.0

58.76

59.41

0.65

9.750

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6.7

15.0

59.41

60.06

0.65

9.750

6.7

15.0

60.06

60.71

0.65

9.750

6.7

15.0

60.71

61.36

0.65

9.750

6.7

15.0

61.36

62.01

0.65

9.750

6.7

15.0

62.01

62.41

0.40

6.105

6.6

15.3

12/11/2010

Table 2 (below): Gradients for the eastern approach ramp to Aristotle Lane footbridge:

Level at bottom of ramp (m)

Level at top of ramp (m)

Level change (m)

Ramp length (m)

Gradient

(%)

Gradient

(1 in n)

57.96

58.55

0.59

10.140

5.8

17.2

58.55

59.20

0.65

11.050

5.9

17.0

59.20

59.85

0.65

11.050

5.9

17.0

59.85

60.50

0.65

11.050

5.9

17.0

60.50

61.15

0.65

11.050

5.9

17.0

61.15

61.80

0.65

11.050

5.9

17.0

61.80

62.40

0.65

10.140

6.4

15.6

As OCC's views on this proposal need to be fed back into the Inquiry, I would appreciate a swift response if at all possible and in any case an indication of when you hope to be able to provide a response. If you have any questions in relation to the above, please do not hesitate to get in touch.

Regards,

Stephen Barker

Infrastructure Interface Manager

Evergreen 3 Project

On behalf of The Chiltern Railway Company Ltd

EG3 Project Office, Tramway Road, Banbury OX16 5TB

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12/11/2010

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