

**Submitted in the Feedback Form for East West Rail Consultation 2026
by C.P.Buckley (Chair of Wolvercote Neighbourhood Forum) on 4 June 2026**

I am here representing Wolvercote Neighbourhood Forum (WNF), that represents the community of residents living in the most northern part of North Oxford, stretching from the River Thames in the west to Cutteslowe Park in the east. The portion of the East West Rail railway line between Oxford Parkway station and Oxford station passes through this area. Two aspects of the line are particularly relevant to many of our residents, and we ask that EWR takes full account of the views of the WNF Steering Committee, as expressed below.

1. Electrification

Those of our residents living in certain streets - Lakeside, and the far end of both Bladon Close and Blenheim Drive - have homes very close to the existing EWR railway line. Moreover a planned new housing development (due to be complete by 2032), known as 'Eastside' (part of the Oxford North development), will also lie close to the railway line. In addition, a further housing development is proposed by Cherwell District Council for the site known as 'North Oxford Golf Course', which also lies alongside the railway line, just north of our area. In all these cases the line is not in a cutting. Consequently, introduction of conventional electrically-powered trains in future would seriously blight all these homes, by the introduction of a tall steel gantry required for providing continuous electricity for the pantographs of these trains. This would be extremely dominant visually, for the houses and gardens of all these homes. In our view it would be an unreasonable imposition on these local residents.

Consequently, we are very pleased to discover that EWR's plan is for its future electrified trains to be battery-electric, with no use of a gantry along some sections of line, including that located between Oxford Parkway station and Oxford station (as shown on Pages 76 and 77 of the EWR Consultation Brochure). Therefore local residents will fortunately be spared the erection of dominant gantries next to their homes. We urge EWR to commit to maintaining this method of operating into the far future.

2. Noise mitigation

The greatly increased rail traffic planned for the EWR line, after extensions have been implemented to Bletchley, Bedford and Cambridge, combined with the addition of several new and planned line-side housing developments, will increase the need for noise barriers alongside the railway line in our area.

Southwards from Oxford Parkway station, a new noise barrier on the east side of the line will be required to protect new homes planned for the 'North Oxford Golf Course' site. Then, from the Peartree Park and Ride car park southwards towards the bridge under the Wolvercote roundabout, there will be a need for a new noise barrier on the west side of the line, to protect from railway noise all those residents of the new housing referred to above as 'Eastside'. In addition at the north end of the lake, the existing noise barrier on the east side of the line will need extending southwards from Lakeside by approximately 60m. Residents of some houses in Lakeside, adjacent to the lake, have found that the current noise barrier on the east side of the line is inadequate, because it does not extend far enough southwards.

We ask that EWR ensures that all these essential additional noise barriers are included among the proposed changes to the EWR line.