

**Angela Foster**

OBJ/10

**From:** Alan Marlow < >  
**Sent:** 27 August 2018 16:51  
**To:** Moeng Sophie; TRANSPORTANDWORKSACT  
**Subject:** Re: Network Rail (East West Rail Bicester to Bedford Improvements) Order OBJ/10  
**Attachments:** East – West Rail 27-8-18.pdf

Dear Miss/Mrs Moeng  
Please find the attached letter in response to your e.mail below.  
With best regards.

Alan Marlow

Milton Keynes

ENGLAND

e.mail:

**From:** Moeng Sophie  
**Sent:** Tuesday, August 21, 2018 1:39 PM  
**To:**  
**Subject:** Network Rail (East West Rail Bicester to Bedford Improvements) Order OBJ/10

Dear Mr Marlow

In response to your objection (ref OBJ/10), I am able to provide some details below:

Through the provision of a rail link between Oxford, Milton Keynes, Aylesbury and Bedford, an alternative means of transport will exist to the current road network; for local commuter, leisure travellers and freight hauliers.

At Winslow Station, to support the ability of local communities to use services to and from the station upon the commencement of EWR train services, a bus stop and turning circle will be provided within the station's footprint to help integrate the station with any new and existing bus services in the area.

Network Rail is working with a number of local authorities along the line of route over proposals to enact or improve similar facilities at other stations.

The East West Rail project is not itself proposing any bus services.

We hope that our response has provided some clarity on each of the points made in your objection.

Yours sincerely

**Sophie Moeng**  
Consultation Manager

4th Floor | One Victoria Square | Paradise Street | Birmingham | B1 1BD

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Milton Keynes,

Tel:

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27/8/18

Ref: East – West Rail

My ref: OBJ/10

Dear Miss/Mrs Moeng

Thank you for your response to my objection to the proposed re-opening of the East - West rail line. Unfortunately, in your reply, you singularly fail to address the fundamental concern which I have expressed in my objection.

This is a disparate, rural community. Villages such as Great Horwood, Little Horwood, Mursley, Swanbourne, Granborough, North Marston, East/Middle/Steeple Claydon, Twyford, Poundon, Calvert, Padbury, Adstock and Thornborough are *not* within walking or cycling distance of the proposed station at Winslow and currently, there is no viable bus service for commuters in those areas.

Consequently, if they were going to use the railway to make a daily commute into Milton Keynes for instance, they would still be obliged to use their cars to get to Winslow Station and pay the additional incurred expenses of parking there. They would then be required to pay to take a train which would dump them either at Bletchley or Ridgemont. They would then be required to complete their journey to any of the disparate industrial areas in the Milton Keynes area via a bus (or more likely multiple buses).

While it would be nice to think that the residents of these rural communities would be public spirited enough to inconvenience themselves by taking the train, the reality is that the majority of commuters, will almost certainly continue to get into their cars outside their houses and drive directly to their place of work, rather than incur the additional expense, time and inconvenience required to use the train.

If ever there were a triumph of hope over experience it is this project. The reality is that this line closed in the 1960's because, even at a time when only one household in ten owned a car (unlike now, when it is not unusual for households in this area to have three or even four cars) and there were a number of stations along the route, people still found that it was simply too inconvenient to use it for commuting to work.

While it may well be that the East – West Rail line will find favour amongst some long-distance travellers (ie: between Oxford and Cambridge) and those making shopping excursions to Bicester or Oxford, the vast majority of the increasingly unsustainable traffic problems in this area are caused by commuters driving the relatively short distances to the

major centers of work like Milton Keynes. This link will not be a practicable alternative for those commuters who will continue to use their cars!

Before we ever even consider reinstating a transport system which did not work fifty years ago, this area desperately needs a modern, economic, regular, reliable rural bus service which will collect residents from the place they live and deliver them to where they work. The third of a billion pounds it will cost to re-open the East-West rail line would pay for a fantastic, subsidised bus service in this area and would be of far greater relevance to the residents of North Bucks!

With best regards

Alan Marlow (Mr)