

From: AIP < >
Sent: 14 October 2018 14:34
To: TRANSPORTANDWORKSACT
Subject: East West Rail, Transport and Works Act, enquiry (Launton - Claydon LNE Jct section)

For the attention of the Inspector

There has been a substantial and unforeseen development since my submission of 3rd September 2018 (reference below) which I would like the enquiry to consider.

East West Railway have now closed the existing line between Bicester and Claydon and are presently dismantling the track and infrastructure. I regard this action as premature as East West Rail are fully acquainted with the proposal to utilise the existing railway to build and supply compounds in the early stages. It suggests the company is not particularly interested in the enquiry or proposals to mitigate disruption for the local community.

However, by chance, the dismantling of the railway now leaves the ideal corridor for the proposed haul routes to use rather than the unsuitable country lanes proposed and would

- 1] mitigate disruption of the local economy and community and reduce noise and pollution
- 2] benefit the Highways department by drastically reducing damage by haul routes to the country lanes they have to maintain and reduce congestion they have to manage
- 3] make the hauls for East West Rail far more efficient by separating their LGVs from local traffic, bicycles, horses, tractors, schoolchildren and pedestrians who have no refuge in present plans.

The line of former track bed can now provide a safe and far more practical corridor for the proposed haul routes to build and stock the compounds. LGVs could run directly, on the level, off the Bicester ring road and onto the track bed at the level crossing near Launton then proceed along their own reserved route to the various compounds and/or from a rail served terminal at Claydon. The track bed will require either consolidation of the existing ballast or use of temporary road panels similar to those used on preliminary HS2 works. These panels or 'ground mats' (GroundMatz etc) can accommodate vehicles up to 40 tonnes when applied to substantive surfaces like the old track bed. The track bed has a further advantage in that it has an existing drainage system, indeed far better than the drains that serve local roads.

This solution would require far less works than would be required to construct passing loops and other traffic management fixes to remedy the inadequacies of the local country lanes proposed for haul routes, as well avoiding disruption of the local economy and community.

I believe this to be an ideal solution for all parties concerned providing mitigation and greater efficiency.

Kind regards

Alastair Partington

From: A PARTINGTON
Sent: 03 September 2018 13:02
To: transportandworksact@dft.gov.uk
Subject: East West Rail consultation

Please find attached comments regarding this project. A considerable amount of work is still required to mitigate the effects whilst constructing this valuable link.

Kind regards
Alastair Partington

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