

From: Roger Truelove < >
Sent: 06 September 2018 11:57
To: TRANSPORTANDWORKSACT
Subject: Network Rail East West Rail TWA Order
Attachments: Letter re East West Rail.pdf

Dear Sirs

I attach a letter of objection and representation to the Secretary of State in relation to certain aspects of the Network Rail East West Rail TWA Order (Western Section), in accordance with instructions on the Network Rail web site.

Please confirm safe receipt of this message and attached letter.

Thanks and regards

Roger Truelove

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Bicester**Tel****Fax**

Secretary of State for Transport
c/o Transport and Works Act Orders Unit
General Counsel's Office
Department for Transport
Zone 1/18, Great Minster House
33 Horseferry Road
London SW1P 4DR

By e-mail: transportandworksact@dft.gsi.gov.uk

5 September 2018

Dear Secretary of State

Re: Network Rail East West Rail TWA Order

I write in response to the documents and plans relating to the TWA Order for the Western section of the East West Rail project, as available on the Network Rail web site. My particular concern is access during the works to and from the village of Godington, where I live and carry on my business.

The drawings covering the immediate vicinity are in sheets 9, 10 and 71-76 of the East West Rail NR14 Deposited Plans and Sections and Rights of Way Plans. These specify temporary closure of the following road segments:

- i) Un-named road between Mill Road and Main Street between points T4 (sheet 72) and T5 (sheet 76)
- ii) Un-named road between A4421 Roman Road and Mill Road between points T2 (sheet 71) and T4 (sheet 72)
- iii) A4421 Roman Road between points T1, T2 and T3 (sheet 71)
- iv) Mill Road between T5 (sheet 72) and T4 (sheet 72)
- v) Station Road between T1 (sheet 9), T2 (sheet 9) and T3 (sheet 10)

The possible extent and duration of closure is unclear, but closure of any of these segments for any length of time would be prejudicial. If the segment identified in item i) above were wholly closed, the village of Godington would be completely cut off, which would of course be totally unacceptable. If the segment identified in i) were partly closed together with those in ii) or iii) or iv) or v) or any combination, possible alternative routes would also be severely disrupted.

All residents of Godington require access to and from the village all day every day, including access to the A4421 South towards Bicester and North towards Buckingham; and access to Station road South towards Marsh Gibbon and the un-named road North towards Twyford. Commuters need minimal delay, as rush-hour traffic and "traffic-calming" obstacles already impede journeys too much.

My own business and others in the village need unimpeded access for our workers, in my case from Bicester, Banbury and Finmere, at the beginning and end of each working day. Access from Marsh Gibbon for large vehicles and tractors and trailers is essential for weekly deliveries of forage. Roadworks associated with electricity- and water-mains work on Station Road last winter provided an early preview of the immense disruption they can cause to such deliveries.

I should further add that at least five equestrian stables in Godington and several others in the immediate area use the un-named road identified in i) above for daily horse exercise, in view of the inadequate bridleway provision in the immediate area, and the effect of HS2 on the few available. Road closures will severely affect them, as will the excessive level of HGV construction traffic planned, which will add further risk to the safety of horse and rider, already compromised by thoughtless and ignorant driving.

It is a bleak picture. The ideal solution would be to choose a different route for construction traffic, but I assume that this will be deemed unfeasible. If the road segment closures I have identified are genuinely needed, I urge that the project planners be required as a pre-condition to minimise their impact by strictly limiting their extent and duration and the extent of overlap between them, and to ensure the viability of diversion routes for all types of traffic. Further, the exact details and durations of segment closures and diversions should be kept fully updated and available to residents and visitors alike. Confronting traffic with a 'Road Closed' sign with no guidance as to alternative routing is not acceptable.

In view of Network Rail's observed willingness to dishonour its commitments to local residents in North Oxford during the upgrading of the Oxford-Bicester route, and the inability of the City Council to enforce planning conditions accepted by Network Rail, I would urge you to provide an effective and accessible mechanism for holding Network Rail to account, with appropriate sanctions if necessary.

Where individuals or businesses suffer actual financial loss due to lengthened journey times and/or lack of access inwards or outwards for large or small vehicles – or horses – a scheme of generous financial compensation should be made available, and not operated in the mean-minded way already seen in relation to HS2.

If I can assist by answering any queries, please don't hesitate to contact me.

Yours sincerely

J R Truelove