

Caroline O'Neill

From: Grahame Bennett < >
Sent: 07 September 2018 09:14
To: TRANSPORTANDWORKSACT
Subject: : Network Rail East West Rail TWA Order Cranfield Road pedestrian crossing.

Secretary of State for Transport,

Please accept this correspondence by way of objection to the application for an order to be made under the Transport and Works Act 1992 by Network Rail Infrastructure Ltd in relation to East West Rail Bicester to Bedford Improvements near to Woburn Sands.

My objections are such:

The pedestrian crossing between Cranfield Road and the main part of our community. It is heavily utilised by pedestrians as this is the main route to a lower and middle school, local shops, recreation ground and health facilities. Network Rail intend to close the pedestrian crossing, **forcing children and adults to cross a main road adjacent to the main level crossing and without pedestrian crossing facilities.** Initially Network Rails scope of works included a footbridge which has subsequently been scrapped.

In previous discussions with Network Rail it was agreed between the Town Council and Network Rail that a pedestrian bridge would replace the existing crossing. Network Rail duly applied for Planning Permission and this was granted by Milton Keynes Council in November 2016 under reference 16/01639/FUL. The permission is for a pedestrian bridge with ramps for wheeled vehicles such as pushchairs and invalid scooters. It is therefore a fairly large structure with a considerable land take requirement.

Network Rail subsequently decided not to proceed with this bridge; it is understood that this decision was taken on the grounds that the structure was visually intrusive and would impact unreasonably on the residents of Deethe Close in Cranfield Road. There were no objections!

Even if there had been , with all the resources of Network Rail a compromise could have been found. Call me a cynic but this I'm sure this was purely a cost decision by Network Rail with no consideration for the local community whatsoever.

Information regarding the change of scope was released 3 days after local schools closed and our objection period ends 2 days after the school term commences, meaning that the amount of 'passers by' to witness/review the information was greatly diminished as were the chance of objection.

Finally, I would draw your attention to what we local residents now term "The Cynical Developers Proposals Plan" (CDPP) - if developers and organisations like Network Rail want to push through unpopular penny-pinching plans, they do so during schools' summer holidays, in order to ensure most people are away or too busy with family commitments to object. .

I implore you to reject this proposal. It is a very unsafe proposal and puts lives at risk as well as disrupting our community unnecessarily. The upgrading our the railway line comes at a cost which should include proper consideration for local communities.

Grahame Bennett

Woburn sands,

Phone-

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