

From: TransportSecretary
Sent: 26 April 2018 11:59
To: POCorrespondence
Subject: FW: Rother Valley Railway proposed extension

Nicolas Turner | Diary Manager and Assistant Private Secretary, Secretary of State for Transport, Department for Transport
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-----Original Message-----

From: GRAYLING, Chris [mailto:chris.grayling.mp@parliament.uk]
Sent: 26 April 2018 11:46
To: TransportSecretary <TransportSecretary@dft.gov.uk>
Subject: FW: Rother Valley Railway proposed extension

-----Original Message-----

From: Hattie Cripps [mailto:
Sent: 26 April 2018 07:03
To: GRAYLING, Chris <chris.grayling.mp@parliament.uk>
Subject: Rother Valley Railway proposed extension

From - Harriet Cripps,

Sir,

I am writing to put forward my objections to the application to extend the Rother Valley Railway from Bodiam to Robertsbridge. This, as I am sure you are aware, will entail the addition of three level crossings. Whilst two of them will cause great inconvenience to local residents, the proposed crossing of the A21 will affect what is already one of the busiest roads in the south east corner of England. It, I believe is planned to cross the road about a hundred yards on from a roundabout which is invariably blocked by lorries and sheer weight of traffic. This will cause even more hold ups in both directions. There were proposals over thirty years ago for this crossing to be opened which was turned down and I fail to understand why the council/government, when comparing the volume of traffic in the 1980's to that of today, should even consider discussing it again.

I also find it very hard to comprehend why a privately financed organisation, run only to provide entertainment for tourists, is allowed to slap a CPO on local farmers to take from them a large chunk of their land and thereby causing them enormous stress. The RVR are suggesting that the extension of the railway will create a 'commuter' link; I'm not sure how five trains a day proceeding at a snail's pace and stopping for long periods at each station en route is going to be attractive to the average commuter! Their argument that the increase in tourism to the area doesn't hold water either as the decisions of local enquiries are that the 'increase' in local revenue will be far outweighed by the inconvenience caused to the village.

I appeal to you therefore to consider this application again and stop a group of enthusiastic but financially advantaged train addicts riding rough-shod over the objectors, of which there are many.

With best wishes
Harriet Cripps

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