

Angela Foster

SUPP/30

From: John Schultz
Sent: 15 May 2018 06:22
To: TRANSPORTANDWORKSACT
Subject: RE: Bodiam to Robertsbridge Junction Order

Apologies for not having entered it in my original e-mail:

John G Schultz

From: TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gov.uk>
Sent: 14 May 2018 18:13
To: 'John Schultz'
Subject: RE: Bodiam to Robertsbridge Junction Order

Dear Mr Schultz,

Thank you for your e-mail, In order to formally register your support we require a postal address.

Many thanks
Shenaz Choudhary

Ms Shenaz Choudhary | Transport Works Act Order, Department for Transport
1/14 | 020 7944 6848 |

From: John Schultz
Sent: 13 May 2018 12:22
To: TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gov.uk>
Subject: Bodiam to Robertsbridge Junction Order

Dear sirs:

I am pleased that the DFT have given a positive decision in relation to the Bodiam to Robertsbridge rail link. I am also aware from press reports that an appeal is underway to stop the link being formed (eg Battle Observer Article 11th May 2018).

Although I am not affiliated in any way, nor have any particular relationship with the Rother Valley Railway, I am a resident of Robertsbridge and thus recognise that this peaceful little village is somewhat restricted in its ability to generate jobs or attract tourists as it is now (thankfully) bypassed by the A21.

The Bodiam link will catapult the village forward in furtherance of its tourism and economic aims so the link is supported by me on economic grounds. There has been much adverse comment about the impact of a level crossing on the A21 traffic flows. The intention is to run just five trains a day across this section and the gates will be closed each time for a maximum of 2 minutes. Assuming the maximum time is taken that means a total 20 minutes stoppage on the road each day. Attention has been drawn by supporters off the scheme that the pelican crossing north of the roundabout can be closed for a total period longer but I think that is not the main issue here. The Flimwell traffic lights stop the traffic constantly throughout the day for a period far exceeding 20 minutes, and stoppage time at Hastings where the new link road to Bexhill has been stupidly left in the middle of nowhere creates

enormous stoppages. Even at high usage times during rush hours and maximum bank holiday traffic flows it is unlikely that a series of short stoppages at the proposed site of the level crossing will have any major impact and certainly less than the Flimwell lights.

I believe the DFT will have taken this view in considering the proposal and I would like to add my support to the decision taken and trust that the adverse complaints being made will not be allowed to change the decision.

yours faithfully

John G Schultz

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