

Supp/61.

Michael Grant

18th May 2018

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



Dear Sirs.

Proposed Rother Valley Railway (Bodiam to Robertsbridge Junction) Order.

I had relatives living in Biddenden and Tenterden areas for many years and I used the Kent and East Sussex Railway when visiting them before both parts of the railway were closed. I continue to visit Tenterden regularly and it would be a considerable help to me to be able to use the proposed rail connection from Robertsbridge to Bodiam rather than go by bus or car. There is no direct road along the Rother Valley and nothing has ever been done to replace the closure of the railway and the service it provided.

A restored rail connection for Tenterden with the mainline at Robertsbridge would be a considerable advantage to me and the town to use when travelling to places such as Hastings and other South Coast Towns avoiding unnecessary traffic congestion and high parking charges in these towns putting up the cost of travel considerably over that which could be obtained if travelling by rail judging by my experience elsewhere.

I note that local tourist attractions including Bodiam Castle, The Kent and East Sussex Heritage Railway and Tenterden itself, an attractive town that is visited by many tourists, support public transport and would benefit from the proposed reinstatement of the railway from Robertsbridge Station to Bodiam and a main line rail connection. Many more people would be encouraged to visit them by rail as the Bluebell Railway has experienced with its mainline connection at East Grinstead.

I also note that from the research carried out and submitted with this application that the delays and any additional congestion caused to road traffic by a level crossing on the main A21 and other road crossings would not appear to be detrimental to the flow of traffic on these roads. I also note that the locations of the crossings are away from areas normally used by pedestrians and the danger to them would be minimal or would not occur at all.

I see that the trains on this line would not be travelling at more than 25 miles per hour and could easily be held temporally at an approaching signal at these crossings if heavy traffic is on the road and wait until it has cleared. This would ensure that the risk of danger or delay to road traffic is completely minimised. The sight lines at the crossings would be good also minimising any danger.

I understand that some farmland will have to be purchased from three local landowners and that every effort is being made to minimise loss or inconvenience to farming businesses. In view of all these matters I feel satisfied that the Rother Valley Railway are taking every step they can to reinstate the railway with as little effect on the locality as is possible and that the benefit to the community, the general public, tourism and the local and wider economy will be considerable so I must advise you that I fully support the project and trust that this planning application will be approved.

Yours sincerely,

Michael Grant.