

Statement of Evidence – T & J Alterton (OBJ/20)

Our concerns over these proposals are still clear and are still valid. We have pro actively tried to maintain contact throughout the consultations Network Rail have changed their consultants to Brutan Knowles and regularly changed their suggestions and proposals. For example we have been told the Middle Road crossing:

- Will be closed completely
- Will be partially closed but selected users may get keys
- An application for keys will need to be made
- Then following the change in consultants to Brutan Knowles we were advise all previous discussions were null and void
- Then you can get keys
- There will be a code lock
- Network Rail is prepared to discuss access before making changes

You can see from the series of conflicting messages we have received that our confidence levels in the guarantees Network Rail are offering are understandably low. We do require access across the crossing, without it a significant detour would be required.

Safety is suggested as being the driving factor in the proposals but the existing setup with lights, good visibility splays along the lines demonstrates that this is a safe crossing, especially for large or long vehicles as it is a 'level' level crossing as shown by the accompanying pictures.

Network Rail propose pushing access to our field back behind a turning radius, we already have issues with cars/vans/lorries that park within various gates and access ways across our farm. Creating the turning circle creates a natural parking place which will encourage more vehicles to block our field access. Experience has shown that asking nicely does not get vehicles moved, and that the police do not attend low priority incidents such as this. Network rail may believe that this will be advantageous I can assure you that vehicles blocking farm access is detrimental to our business and is a real problem. We would appreciate it if the situation could be avoided by not having the turning circles, in order to negate their need you will need to leave the crossing open to vehicular traffic. This is something that is well with the power of Network Rail to grant.