

06J/1032

RT. HON. AMBER RUDD MP

Member of Parliament for Hastings & Rye



HOUSE OF COMMONS

LONDON SW1A 0AA

RECEIVED ON

18 JUN 2018

PRIVATE OFFICE

The Rt Hon Chris Grayling MP
Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Our Ref: AR/JAS/2251

11 June 2018

Dear Chris,

Re: Mr Raymond Norton

I am writing to you on behalf of my above constituent who has contacted me regarding the proposed A21 level crossing.

As you will see from the enclosed correspondence, Mr Norton feels that there must be an alternative plan which will not affect the flood plain work that the Robertsbridge bypass scheme brought.

I would be grateful for your comments and assistance. I look forward to hearing from you.

Best wishes

Enc

E-

SIDDELL, Jessica

From: SIDDELL, Jessica
Sent: 08 June 2018 15:40
To: SIDDELL, Jessica
Subject: JAS2251 Enc

Dear Amber,

On the Last bank holiday weekend, I visited Peterborough and the Nene Valley Railway (nvr.org.uk).

On a link for their website, I discovered an article regarding the A1 and Wansford Station:-

Wansford signal box controls the level crossing gates over what was the A1 or as it was then known "The Great North Road". the signal box was built in 1907 by the London & North Western Railway. The signal box had 60 levers when built. Till 1959 when the A1 was made a dual carriageway every time the gates were closed to road traffic the A1 came to a stand still. That dual carriageway now goes over the Nene Valley railway at the other end of the Wansford station site on a bridge.

There are four gates on this level crossing next to Wansford station they are controlled by a wheel in the signal box. One wonders how long the queue of cars would be if the A1 still used this crossing and what the car and lorry drivers would say when shunting was taking place.

The impression I got that was before the A1 had it's flyover bridge that the level crossing caused chaos and that was in the days before the A1 had become as busy as it is now!

We all remember the delays that the railway level crossing created on the A27 by Lewes and the subsequent amount of money and time it took to build the vital bridge over it.

At the very time that you have managed to bring the poor infrastructure links that Hastings suffers from to the top of the agenda, and the hopeful improvements that the Javelin rail service could bring, is really not the time to chop th A21 in two for the RVR link. An alternative route could be investigated, let alone the potential flood plain work that the Robertsbridge bypass scheme brought, which could well be undone by this rash level crossing scheme. I'm all for heritage railway plans but not at the expnese of severing vital road links.

I also note that Andy Burnham wants refunds for people suffering from the timetable chaos, what about the Southern customers who have been suffering for 2 years?

It really riles me that the "Northern Powerhouse" bemoans expenditure in infrastruture down here in the southeaten corner when we have no Motorways, not many high speed links, takes 2 hours via Gatwick from Hastings, when my son gets from Manchester to London in that time, without HS2. The region's expenditure is concentrated on London, the rest of us are worse off than Manchester, Leeds, Sheffield and Liverpool, linked as they are by reasonanle Motoroways.

Regards,

Ray Norton

