

Address

8th June 2011

Infrastructure Planning Commission,
Temple Quay House,
Temple Quay,
BRISTOL.
BS1 6PN

Dear Sirs

Network Rail North Doncaster Chord Scheme Proposal

As a resident of Holme and Owston Parish, I wish to raise my concerns in respect of the proposals being put forward by Network Rail relating to the above scheme.

I believe the public consultation was poor and flawed for the reasons set out below and in turn fails to adopt Localism and Big Society approaches to its outcomes, as far as local residents and Owston Parish Council are concerned:

Residents of Owston/Holme have never been consulted or notified as part of the

Scheme's consultation unlike other residents of more distant communities who will be significantly less effected.

Wider consultation appears to have focused on communities like Barnby Dun and parts of Askern where regular leaflet drops and community meetings have been held but no such effort has been made for the residents of Owston/Holme.

Those few residents of Owston/Holme that have been able to find out information via third parties from Askern or Barnby Dun and attend meetings and have responded to Network Rail's request for feedback have not received any acknowledgement and responses to issues raised.

The residents of Owston and Holme will be those most greatly affected by the Scheme proposals during both the construction and post construction stages. The rural single carriageway roads will be used as a route for the hauling of materials during the construction stage whilst it is acknowledged this was consulted on and the proposals being adopted are reasonable, the impact on the environment and the local residents will be significant. This is, however, accepted but the failure to address the local concerns regarding the existing extremely busy junction on the A19 with Rockley Lane, known locally as 5 Lane Ends (because the junction comprises the intersection of 5 highways). Far greater safety improvements to this junction are considered essential for the Scheme to progress as set out currently.

The more recent and late addition of the proposed road bridge crossing of the east coast main line to facilitate the closure of the Joan Croft level crossing is felt has none of the major benefits being pushed by Network Rail. The reduction in height to the rail chord being achieved is regarded locally as insignificant in such a flat and open landscape with the addition of a second structure of similar height compounding the already environmental blight by such an alien structure. The inclusion of the road bridge post construction will lead to increased traffic flows via the local highway network on what is regarded as being an inadequate carriageway to carry such volumes. Furthermore, the methodology and reporting of the traffic generation put forward by Network Rail is again regarded as being flawed. It reduced the predicted numbers by 25% due to uncertainties and was undertaken during the extremely poor weather conditions of last winter when usage of the local network was severely hampered due to snow/ice and therefore is under reporting the extent of potential users. As the bridge solution will create the only local unhindered crossing of the east coast main line, then it is reasonable to assume this route will become a significant 'rat run' for drivers who in many cases will be ill prepared to drive on a single track lane of this nature leading to a significant risk of increased accidents.

The original Scheme consulted on by Network Rail which was based on a higher chord embankment and no bridge over the railway line is in principle generally accepted on the basis of its national importance and wider strategic benefits. However, the failure of Network Rail to address any of the significant local communities concerns means that the current proposals being put forward cannot be accepted. Were Network Rail to accommodate the concerns of the local residents then it is felt that a win win situation could be achieved and the Scheme progress with local support and satisfaction. At this current time we are a long way from this situation.

Yours faithfully,

Martin Spoor

Martin Spoor