

**From:** John Exley <[REDACTED]>  
**Sent:** 13 March 2019 12:42  
**To:** [NIEnquiries@pins.gsi.gov.uk](mailto:NIEnquiries@pins.gsi.gov.uk)  
**Subject:** John Exley. Ref 20010482: Northampton Gateway TR050006

Dear Sir / Madam

After attending yesterdays ISH4 meeting at the Hilton I am writing to express my concern and utter disbelief in the situation that has arisen.

Mark Redding wrote on 9<sup>th</sup> December 2016 to PINS regarding Stop Rail Central's concern that both Northampton Gateway and Rail Central Applications may run at the same time, Rail Central in particular appear to be given a huge amount of air time at Northampton Gateways hearings, it appears both examinations are as was suggested intrinsically linked.

How two developers with information available to them and timetable requirements from PINS cannot produce a train study and a cumulative train study via Network Rail is beyond belief. That the two developers also have the NSTM traffic model that could be run via Northampton County Council and still choose not to run it with a cumulative assessment again is beyond belief, perhaps they know the results will not be as they require to progress. Can 'base' traffic measurements not be insisted upon?

Northampton Gateway appear to be offering 'financial assistance' to NCC for road mitigation measures so they do not in fact have to accept responsibility for putting them into action.

SRC have long spoken about the limit of mitigation that both developers plan for the road and RC have finally acknowledged this. My sympathy goes to the Inspectorate in extracting traffic figures that could be used in a cumulative traffic assessment. The numbers of vehicles may not change for RC and a base level of cumulative could be assessed, at present neither developer, PINS or the public have any evidence that this will happen, I suspect this is down to the cost involved in running the model.

Rail Central appear to be totally incompetent at presenting any material on time, in a logical order or in fact of any quality. This does not instill a great confidence in Rail Centrals ability to build an SRFI. The only action RC are capable of is sending last minute letters to various parties to derail meetings and prolong the pain of a final outcome.

In closing may I say that my frustration is not aimed at PINS, in fact my sympathy goes to the members of the Inspectorate who have to deal with what appears to be an unprecedented situation. May I apologise for my ramblings and grammer as I am rather frustrated by the situation that has ocupied 3 years of my life.

Yours faithfully

John Exley

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