

DEPARTMENT FOR TRANSPORT 2010 Transport and Works Act 1992
Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006
THE CHILTERN RAILWAYS (BICESTER TO OXFORD IMPROVEMENTS) ORDER

OBJECTIONS

TO: The Secretary of State for Transport, Department for Transport
c/o TWA Orders Unit, Zone 1/31, 76 Marsham Street, London SW1P 4DR
Email: transportandworksact@dft.gsi.gov.uk

THIS MUST BE RETURNED BY 17TH FEBRUARY 2010 TO THE ABOVE ADDRESS

I object to the proposed scheme for the following reasons: (please place tick or cross in box if you agree)

There will be more, and faster, passenger and freight trains, and the freight trains will be longer and heavier. The noise and vibration near the line will significantly increase and those living in adjoining properties will either stay whilst their houses lose value or will soon move to quieter, less polluted areas.

I am very concerned that, as a consequence, developers may well be the only willing buyers of such properties and our neighbourhood will lose its unique cohesion and character.

The proposed Water Eaton Parkway Station will lead to an increase in traffic congestion. The proposed road layout will not improve the traffic flow; for example, in the morning, traffic accessing the station from Oxford and, in the evening, north-bound traffic exiting the station will continually interrupt through-traffic. Congestion already stretches along the Banbury Road through Kidlington and Oxford during peak times and the proposal will undoubtedly exacerbate the problem.

I am very concerned that frustrated through-traffic will divert through the already congested Peartree and Wolvercote roundabouts with obvious consequences.

Pollution levels in the immediate vicinity already exceed EU statutory guidelines.

I am very concerned about the health risks associated with further increases in these levels.

Any other comments (please use an additional sheet, if necessary)

I urge Chiltern Railways and/or Network Rail to: (please place tick or cross in box if you agree)

Ensure that everything possible is done to reduce the negative impacts of the increased train service, such as

- installation of fully-effective noise and vibration barriers next to the track as a matter of urgency concurrent with the work;
- installation of track infrastructure designed to reduce noise and vibration including welded track, rail dampers, etc.;
- use of only well-maintained rolling stock fitted with noise and vibration-reducing devices including wheel dampers, etc.;
- use of trains that retain sanitary waste for off-track disposal; and
- reviewing all noise- and vibration-mitigating measures on a *frequent and regular basis* and conducting repairs or upgrades as necessary.

Maintain and enforce the present speed restriction (40 mph) on all trains along the sections of the track adjoining residential areas.

Run no trains during the period midnight to 5 a.m.

Electrify the line as soon as practically possible.

Consider alternative routes that connect the Bicester-Oxford line with the main Birmingham-Oxford line further north and outside of the Oxford ring-road. Place any new station away from traffic black spots.

Any other comments (please use an additional sheet, if necessary)

FROM: Signed.....

Print Name

Address

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DateFebruary 2010