

TRANSPORT AND WORKS ACT 1992

THE TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

THE NETWORK RAIL (ESSEX AND OTHERS LEVEL CROSSING REDUCTION) ORDER

STATEMENT OF CASE FOR THE APPLICANT NETWORK RAIL

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Introduction

Purpose of this Statement

1. On 14 March 2017, Network Rail Infrastructure Limited (Network Rail) submitted an application for the Network Rail (Essex and Others Level Crossing Reduction Order) (the Order) to the Secretary of State for Transport. Through this Order, it is proposed to close or downgrade a number of level crossings across the county as part of a Network Rail programme to reduce risk on the railway. The proposals include the acquisition and use of land in connection with these changes, the construction of works, the extinguishment of existing public and private rights of way across the track and the creation of alternative public rights of way and other rights in land.
2. Network Rail owns and operates the national rail infrastructure of Great Britain (the network). Network Rail therefore has a key role to play in railway safety and improving railway performance and efficiency. Network Rail's purpose is described in its Network Licence: to secure the operation and maintenance of the network; the renewal and replacement of the network; and the improvement, enhancement and development of the network; in each case in accordance with best practice and in a timely, efficient and economical manner so as to satisfy the reasonable requirements of persons providing services relating to railways and funders, including potential providers or potential funders, in respect of the quality and capability of the network; and the facilitation of railway service performance in respect of services for the carriage of passengers and goods by railway operating on the network.
3. This application for the Order was made under sections 1 and 5 of the Transport and Works Act 1992. A copy of the application and the documents submitted with it, including the associated request for deemed planning permission, are listed in **Appendix A**, numbered **NR01** to **NR12** inclusive. The application was the subject of publicity and notices as required by the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 ("the 2006 Rules").
4. As summarised above, the purpose of the Order is to close or redesignate the status of a number of level crossings in the Counties of Essex and Hertfordshire, the Unitary Authority areas of Thurrock and Southend-on-Sea, and the London Borough of Havering. The Order authorises Network Rail to construct a number of Scheduled works comprising the construction of footbridges to carry new public rights of way over drains or watercourses. The Order also authorises the carrying out of other works including the removal of the crossings as well as the diversion or redesignation of the status of certain public roads, footpaths, bridleways, restricted byways or byways open to all traffic and the creation of new rights of way in substitution. The Order would permit Network Rail to acquire land and interests in land, including its temporary occupation, in connection with the construction of the works.

5. Objections to, and representations about, the proposed Order were invited to be made to the Secretary of State until 12 May 2017. The Department for Transport (DfT) has received 5 letters of support, 5 representations and 191 objections. As a consequence, and in accordance with the Transport and Works (Inquiries Procedure) Rules 2004 (the Inquiries Rules), the Secretary of State for Transport announced on 25 May 2017 his intention to hold a public local inquiry into the application. The Inquiry is proposed to take place in October 2017.
6. The Inquiries Rules require Network Rail to provide a Statement of Case. This document is Network Rail's Statement of Case for the purpose of the Order application and it contains full particulars of the case Network Rail intends to make at Inquiry in support of its application. It will describe the risk, cost, and operational ramifications of different kinds of level crossings, the consequences of incidents, and the case for their removal from the network. It will then take each site in turn, describing current usage of the crossing, the proposal, the impact on users, and the risk.
7. In **Appendix A** is a list of the documents to which Network Rail intends to refer or submit in evidence at the Inquiry. These documents will be available for public inspection at the locations and times set out in **Appendix B**.
8. In this Statement of Case, references to documents included in **Appendix A** are shown in **bold**.
9. This Statement of Case is arranged as follows:
 - An introduction to level crossings and safety
 - Operational issues relating to level crossings
 - Project context, Transport and Works Act Orders, and funding
 - Objections and Representations
 - Level crossings affected by the Order and consideration of objections
 - Conclusions

Level Crossings and Safety

10. This section will describe the risks arising from level crossings; the different types of crossing; some of the processes, staff and costs involved in managing crossings; and the cost of maintaining them. It will also consider the general impact of level crossings on proposed enhancements to services.
11. Network Rail is legally responsible for safety on and around the railway, including at level crossings. This means that where the highway and rail networks interface, Network Rail is required to protect both the public using roads or public rights of way from the dangers of the railway, and users of the railway network, so far as reasonably practicable.
12. As is recognised by the Office of Rail and Road (ORR), Great Britain's level crossing safety record is among the best in the world, but every incident has the potential for significant human and economic loss. Level crossings are the single biggest source of catastrophic risk on the railway. The ORR agrees with Network Rail that the closure of level crossings is the most effective way of reducing this risk, removing the interface between trains and highway users entirely. It has set itself the objective of reducing level crossing risk by 25% by 2019.
13. The ORR's strategy for regulation of health and safety risks at level crossings (**NR14**) makes clear that it will encourage crossing closure, and ensure that all risk assessments consider this first, in line with the principles of prevention enacted in legislation through the Management of Health and Safety at Work Regulations 1999 (**NR13**).
14. In accordance with its objective, Network Rail has established a long term strategy to reduce level crossing risk (**NR17**). Whilst closure of level crossings has been proven to be the most effective way of removing risk from the network, reduction in level crossing risk may also be achieved by enhancing level crossings, or by limiting those who are entitled to use them. Level crossing closures may also result in the reduction of operating costs and assist the scope for enhancement of rail capacity—faster and more frequent trains—in association with other schemes, furthering Network Rail's statutory duties in these respects.
15. Anglia route has 774 level crossings. That is to say, there are 774 locations where the public, landowners, contractors, passengers and/or statutory undertakers cross, or could cross, the railway on the level. As some level crossings comprise more than one set of gates or stiles, separating vehicular and pedestrian usage, and each set of gates is risk assessed separately, there are 858 level crossings recorded on the All Level Crossing Risk Model (ALRCM) system for Anglia route.
16. The risk that exists at level crossings is quantified as a Fatalities and Weighted Injures (FWI) figure. A FWI of 1.0 equates to the risk of 1 death, or

10 major injuries, or 200 RIDDOR reportable minor injuries and class 1 shock/trauma, or 1000 non-RIDDOR reportable minor injuries and class 2 shock/trauma per year. The total FWI attributable to the level crossings on Anglia route is 2.95, which is 25% of national level crossing risk.

17. The furniture and technology at level crossings varies. Private vehicular crossings (occupation or accommodation crossings, depending on whether a road pre-existed the railway's construction) will tend to comprise latched vehicular gates and a deck to enable passage across the railway. There may also be telephones to contact the signaller and/or miniature stop lights to warn of an approaching train. Signage at the crossing provides basic instructions. The user is expected to use reasonable vigilance to satisfy themselves that no trains are approaching before they start to cross the railway. They are responsible for following instructions and for closing the gates after use. These crossings are collectively known as User Worked Crossings or UWCs. Those with telephones are known as UWCTs, or with Miniature Stop Lights, UWCMS. If there is a public right of way scheduled over the private level crossing, separate wicket gates or stiles are often provided adjacent to the vehicular gates. There are 267 UWCs (of all types) on the Anglia route.
18. Restricted byway and byway open to all traffic crossings tend to be the same as UWCs. However, they may lawfully be used by the public with vehicles, not just landowners and their invitees.
19. Public footpath and bridleway level crossings tend to have stiles, kissing gates, or self-closing gates in the railway boundary. All bridleway crossings have decks, as do most, but not all, footpaths. Telephones are occasionally provided at bridleway crossings, but only exceptionally at footpaths. Miniature stop lights may also be present. Some footpath and bridleway crossings are protected by whistle boards: train drivers are instructed to sound their horn at a set distance from the crossing to warn potential crossing users of their train's approach. Steps or ramps may be provided on railway land if there is a cutting or embankment to ascend or descend. Signage at the crossing provides instructions to users relevant to the type of crossing. Users must observe the available information at the decision point¹ before deciding whether to cross the railway. These types of crossings are generally known as FPS (footpath with stile), FPK (footpath with kissing gate) or FPG/FPW (footpath or bridleway with gate/wicket gate). There are 353 footpath and bridleway crossings on the Anglia route.
20. The majority of public road crossings have road traffic lights and barriers. The safest level crossings fence the entire road and are proved clear before a train may proceed; the protecting signal cannot be set to proceed unless the level crossing is clear. There are 57 crossings on Anglia Route which are proved clear by a signaller via CCTV and 8 which are proved clear by object

¹ The decision point is usually defined as 2m from the nearest running rail. However, at bridleway and vehicular crossings, it is defined as 3m.

detection technology. There are also 93 automatic half barrier crossings, which do not include such proving. A few crossings have traditional gates across the road and are operated by a crossing keeper. Some public road crossings are UWCs.

21. Trains take a long distance to come to a stop. They cannot decelerate before reaching a level crossing should a driver see an obstruction. This means that being in the path of a train is an inherently dangerous place to be. It therefore follows that the highest level of protection is obtained at crossings which are interlocked with the signalling system such that a train cannot proceed towards the level crossing until a crossing keeper, a signaller, or an object detection system confirms that the level crossing is clear of users.
22. The majority of level crossings in this Order are passive² crossings, at which users decide for themselves whether it is safe to cross the railway. Such crossings require sufficient warning of an approaching train to allow users to cross the railway and reach a position of safety on the other side. The warning is often as simple as ensuring that the sighting of an approaching train is sufficient. This requires the measurement of the available sighting from the decision point, and the calculation of the time taken for a user to reach the position of safety on the opposite side of the railway. The type of user has a bearing on the calculation of what constitutes sufficient sighting. ORR Guidance in relation to the safe use of public footpath and bridleway level crossings considers a walking speed of 1.2m/s should be used where the surface is at or near to rail level and 1m/s where the surface is at the standard profile of the ballast. The calculated time in traversing the crossing should be increased to take account of foreseeable circumstances such as impaired mobility of users, numbers of prams and bicycles or where there is a slope or step up from the decision point. A longer crossing time means that the minimum sighting of trains must be greater.
23. Crossings that rely on the sighting of approaching trains by the user can be affected by vegetation, track curvature, earthworks, mist and fog, and sun glare. They are also not suitable for those with sight loss. Additionally, for pedestrians more attuned to cars travelling at 30–40MPH in residential areas, able to brake easily, it is possible to misjudge the arrival time of a train travelling at up to 100MPH which would take half a mile to come to a stand. Where sighting of approaching trains is insufficient, warning of their approach may be given by trains sounding their horns.
24. As a complex system which has developed over nearly two centuries, there are many combinations of public and private rights of way crossing the railway, and the furniture and technology associated with them. Details for each crossing in the project are provided on a site-by-site basis in the part of this Statement of Case entitled “Level Crossings Affected by the Order”.

² 'Passive', means that there is no direct method of warning people using the level crossing of approaching trains and it is not controlled, equipped with lights, audible warnings or barriers interlocked with signals.

Appendix C contains a description of the furniture and equipment which is found at level crossings.

Risk

25. Level crossings are the largest contributor to train accident risk on the network. That is to say, almost half of non-suicide deaths (or injury equivalents) on the railway network are attributable to level crossings (excluding workforce safety risks). Figure 1 shows the fatalities and injuries on level crossings.

Year	Fatalities (nationally inc. Anglia route)	Fatalities on Anglia route (all pedestrians)	Major Injuries (nationally)	Minor Injuries (nationally)
2016/2017	6 (4 pedestrians)	1	TBC	TBC
2015/2016	4 (4 pedestrians)	2	5	65
2014/2015	10 (8 pedestrians)	3	5	52
2013/2014	8 (6 pedestrians)	2	5	51

FIGURE 1: FATALITY AND INJURY FREQUENCY AT LEVEL CROSSINGS³

26. It is widely acknowledged that closure of level crossings is the most effective way to remove the risk. This is consistent with the General Principles of Prevention, set out in Schedule 1 of the Management of Health and Safety at Work Regulations 1999 (**NR13**), in particular the following:
- (a) avoiding risks;
 - (c) combating the risks at source;
 - (f) replacing the dangerous by the non-dangerous or the less dangerous
27. It is therefore Network Rail policy to close level crossings where possible, and this is set out in the document *Transforming Level Crossings 2015–2040* (**NR17**). It is Network Rail's objective to reduce level crossing risk by 25% over CP5, including through closure of crossings. The Office for Rail and Road's (ORR's) *Final Determination* of Network Rail's funding for 2014–2019 describes the requirement to maximise level crossing risk reduction. (**NR15**).
28. In the nineteenth century, when the railways in the eastern counties of England were constructed, many level crossings were provided because they were the easiest form of making good the interruptions in land and public highways that resulted. The flat ground made bridges an expensive proposition.

³ Following a coroner's verdict, a fourth fatality which was originally believed to be a suicide was identified at Cannon's Mill Lane level crossing in Bishop's Stortford in 2015/2016. This is reflected in the figures above.

29. Level crossings were acceptable on a low speed steam-powered railway, but, as trains have become faster, quieter, and more frequent, there is no longer the relative safety of the 1800s and the way the public use level crossings has fundamentally changed. The law and society has rightly become more concerned with safety.
30. Consistently, level crossings are not permitted on new railway infrastructure, such as 'HS1'. The ORR's level crossing policy makes clear that no new level crossings should be authorised other than in exceptional circumstances (NR14).
31. Figure 2 shows the FWI on the network for railway passengers. It can be seen that over a third of the risk is attributable to level crossings.

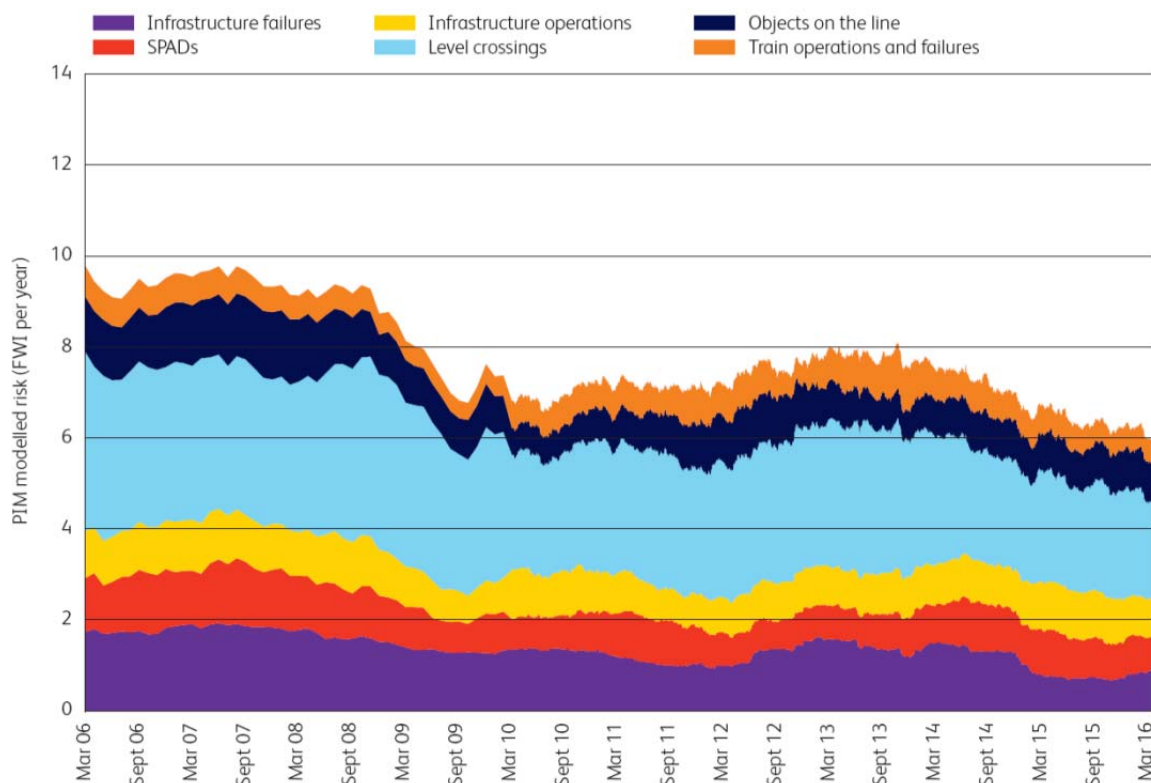


FIGURE 2: FWI PER YEAR ACROSS DISCIPLINES⁴

32. Depending on the type of crossing, the risks that exist are to those on the train, those crossing the railway, and those working on the railway, either operating crossings or maintaining them.

Consequences of a Fatality or a Collision

33. When someone dies at a level crossing, the emotional impacts on those directly and indirectly involved can be far reaching. Those affected include the

⁴ Source: RSSB Annual Safety Performance Report 2015/16.

friends and families of the victim, the train crews, emergency services, Network Rail operations and maintenance staff, and passengers on the train. Network Rail has worked with the Samaritans to discourage suicides on the railway network, but the distress of an accidental fatality at a level crossing can be even greater.

34. In the event of a collision at a level crossing, the affected train will stop and, if the driver is able to, they will contact the signaller to request all services in the area be stopped through the signals being turned to red. If the incident involves loss of life, the scene will be declared a crime scene and it will not be possible to move any trains until the police have attended site. This can lead to delays in services of several hours. If it is not possible to move the train to its destination, there can be a need to arrange substitute road transport for passengers, which can take several hours to put in place.
35. After a collision at a level crossing, there will often be a report written by the Rail Accident Investigation Branch, with the involvement of Network Rail staff. These reports are written to establish the cause and make recommendations for the future reduction of risks. Figure 3 lists the RAIB reports since 2005 on level crossing incidents on the Anglia route:

Crossing	Date	Incident
Dock Lane	14/06/2016	Near miss
Hockham Road	10/04/2016	Collision with tractor
Trinity Lane	29/11/2016	Near miss with a pedestrian
Grimston Lane	23/02/2016	Fatal accident
Jetty Avenue	14/07/2013	Collision with car
Motts Lane	24/01/2013	Fatal accident
Johnson's	28/01/2012	Fatal accident
Gipsy Lane	24/08/2011	Fatal accident
Hatson (White House Farm)	25/09/2011	Collision with tractor
Sewage Works Lane	17/08/2010	Collision with tanker
Poplar Farm (Attleborough)	01/07/2008	Near miss
Croxton	12/09/2006	Derailment
Bratts Blackhouse	22/05/2006	Collision with car
Elsenham (and station pedestrian crossings generally)	03/12/2005	2 fatalities at station passenger crossing
Black Horse Drove	19/10/2005	Collision with agricultural vehicle

FIGURE 3: LIST OF RAIB INVESTIGATION REPORTS ON ANGLIA ROUTE

36. Through its programme of risk assessment and maintenance, Network Rail aims to ensure all its level crossings are compliant with railway standards

(NR20, NR21, NR22, and NR23) and the risk at each is as low as reasonably practicable. However, on occasions when Network Rail has failed to discharge its duty appropriately, fines imposed by courts have been severe. The largest fine to date relates to a fatality at Gipsy Lane level crossing in Needham Market, Suffolk, where an 82 year old pedestrian was crossing the line and misjudged the speed of an approaching train. Network Rail had previously undertaken a risk assessment and identified that vulnerable users were using the level crossing, but had not acted on this information by imposing a speed restriction on trains. As this was held to be the cause of the fatality, Network Rail was fined £4,000,000 by Ipswich Crown Court in 2016. The case also illustrates the inherent tension that exists in ensuring the safety of the public at interfaces between the railway and public highways, and the operational needs of a 21st century railway network.

37. By designing the risks that exist at level crossings out of the network, mistakes like this need never be made again.

Measurement of Level Crossing Risk

38. Risks are not equally distributed amongst level crossings. The risk at each crossing is quantified using the All Level Crossing Risk Model (ALCRM). This is a system that ranks level crossings based on factors including usage, linespeed, frequency of train service, the environment, the technology installed, and the history of incidents and accidents. It calculates the likelihood of a fatality (or injury equivalent) every year and expresses it as a Fatalities and Weighted Injuries (FWI) value.
39. Relative level crossing risk is expressed by ALCRM as a letter and a number.
40. The letter represents the individual risk with A being the highest and M being the lowest. Individual risk is the annualised probability of a fatality to a 'regular user', being taken as a person making a daily return trip over the crossing, assumed to be 500 traverses per year. It applies to crossing users only and not to train staff and passengers. Individual risk does not increase with the number of users.
41. The number represents the collective risk, being the risk to crossing users, rail staff, and passengers. 1 is the highest and 13 is the lowest. Collective risk considers the total risk for the crossing, including users (pedestrian and/or vehicle), plus train staff, plus passengers. Crossings ranked 1 to 3, or with an individual risk score of A to C with a collective risk of 4 or 5, are considered particularly high risk.
42. Level crossings which are currently closed or completely inaccessible are assigned a rating of M13, the lowest category of risk.
43. Figures 4 and 5, extracted from the Network Rail ALCRM User Guide (2012), describe the categorisations on Individual and Collective risk:

Individual Risk Ranking	Upper Number	Lower Number	Upper Value Scientific Notation	Lower Value Scientific Notation
A	1 in 1	Greater than 1 in 1,000	1	1.00E-03
B	1 in 1,000	1 in 5,000	1.00E-03	2.00E-04
C	1 in 5,000	1 in 25,000	2.00E-04	4.00E-05
D	1 in 25,000	1 in 125,000	4.00E-05	8.00E-06
E	1 in 125,000	1 in 250,000	8.00E-06	4.00E-06
F	1 in 250,000	1 in 500,000	4.00E-06	2.00E-06
G	1 in 500,000	1 in 1,000,000	2.00E-06	1.00E-06
H	1 in 1,000,000	1 in 2,000,000	1.00E-06	5.00E-07
I	1 in 2,000,000	1 in 4,000,000	5.00E-07	2.50E-07
J	1 in 4,000,000	1 in 10,000,000	2.50E-07	1.00E-07
K	1 in 10,000,000	1 in 20,000,000	1.00E-07	5.00E-08
L	Less than 1 in 20,000,000	Greater than 0	5.00E-08	Greater than 0
M	0	0	0	0

FIGURE 4: INDIVIDUAL RISK RANKINGS

Collective Risk Ranking	Predicted FWIs per year	Predicted FWIs per year
1	Theoretically infinite	Greater than 5.00E-02
2	5.00E-02	1.00E-02
3	1.00E-02	5.00E-03
4	5.00E-03	1.00E-03
5	1.00E-03	5.00E-04
6	5.00E-04	1.00E-04
7	1.00E-04	5.00E-05
8	5.00E-05	1.00E-05
9	1.00E-05	5.00E-06
10	5.00E-06	1.00E-06
11	1.00E-06	5.00E-07
12	Less than 5.00E-07	Greater than 0
13	0	0

FIGURE 5: COLLECTIVE RISK RANKINGS

Incidents and Accidents

44. Incidents and accidents in the use or operation of level crossings are logged, and inform the risk assessment process. Incidents generally fall into the following categories:
- Deliberate misuse
 - User human error
 - Rail operator human error
 - Rail equipment failure
 - External causes
45. Incidents at level crossings have previously been categorised generally as misuse, near misses, and accidents. Whilst Network Rail has adopted the new terminology, which is more descriptive, it does require a greater level of investigation of each incident in order to correctly ascertain the chain of causation. It is not always possible to establish this level of understanding from the records of events that occurred in previous years.
46. Across Anglia route in 2016–17, there were 567 recorded incidents of deliberate misuse/user human error, 79 near misses and 29 incidents of users not calling the signaller back when requested.

Operational Issues of Level Crossings

Level Crossing Managers, Inspections, and Risk Assessment Frequency

47. Details of the requirements for level crossing risk assessments are described in documents **NR22** (Network Rail Operations Manual 5-16 Risk Assessing Level Crossings) and **NR23** (Network Rail Level Crossing Guidance 01).
48. Management of level crossings imposes a significant staffing cost. Anglia route is divided into 14 Level Crossing Manager zones. Each Level Crossing Manager is based at the appropriate maintenance delivery unit and is responsible for the assessment, inspection, and basic maintenance of the level crossings in their zone. Their duties include maintaining a relationship with the authorised users of private crossings to ensure they understand safe operation. They also have a role in raising public awareness of level crossing risk. Each zone has just over 50 level crossings on average.
49. The frequency of inspection varies by the type of level crossing. Figure 6 (extracted from **NR22**) describes the maximum interval between inspections:

Description	Maximum Inspection Interval
Automatic Half Barrier Crossings	7 weeks
Automatic Half Barrier Crossings Locally Monitored	7 weeks
Automatic Full Barrier Crossings	7 weeks
Automatic Open Crossings Locally Monitored	7 weeks
Automatic Open Crossings Remotely Monitored	7 weeks
Miniature Stop / Warning Lights	7 weeks
Manually Controlled Barriers all types	3 months
Traincrew Operated Crossings	3 months
Manned Gated Level Crossings	3 months
Station, Barrow or foot Crossings with White Lights	3 months
Open Crossings	6 months
User Worked Crossings	6 months
Footpath and Bridleway Crossings	6 months
Station, Barrow or Foot Crossings without White Lights	6 months
Sleeping Dog Crossing	6 Months
Crossings on Mothballed lines	In accord with specific crossing type

FIGURE 6: MAXIMUM INSPECTION INTERVALS

50. The frequency of *risk assessment* at level crossings varies with the present risk score of the level crossing, and is specified in the ALCRM system for

each crossing. The minimum frequency for any crossing is once every 3.25 years (unless the crossing is out of use), although many crossings are assessed more frequently.

51. Additionally, level crossings receive ‘unplanned’ risk assessments following a trigger. The triggers are described in section 5.3 of document **NR22**.

Closures and Mitigations

52. After each risk assessment, the Level Crossing Manager will complete optioneering, looking at ways of eliminating or reducing the risks that have been measured, to make the risk as low as reasonably practicable. Whilst outside the scope of this Order, Network Rail has a wider programme of gate-to-gate enhancements⁵ and installation of technology to reduce the risk at level crossings. The rolling programme of risk mitigation sometimes means that level crossings where closure is foreseeable may be fitted with technology until closure can be arranged; the risk is reduced until it can be removed altogether.⁶
53. Enhancement of level crossings usually entails works that Network Rail can deliver unilaterally, for which it already has powers.⁷ However, permanent closure of level crossings and hence elimination of risk on the network requires public and private rights of way to be changed, for which Network Rail must apply for powers.

Temporarily Closed Level Crossings

54. There are a number of level crossings that Network Rail has temporarily closed due to the crossing having non-compliant sighting, or because the furniture at the level crossing does not allow safe ascent and descent of the embankment or cutting necessary to reach the crossing.
55. In such cases, Network Rail will usually apply to the relevant highway authority to arrange a Temporary Traffic Regulation Order, authorising temporary closure of the public right of way (or highway) across the level crossing. These Orders may last for up to 6 months at public right of way level crossings, but may be extended on application by the highway authority to the Secretary of State.
56. Network Rail will also apply for a Temporary Traffic Regulation Order when level crossings are being maintained, which precludes the level crossing being available for public use.

⁵ Renewing all elements of the level crossing.

⁶ Many elements of level crossings need not be scrapped, but can be redeployed at other crossings.

⁷ Note that changes to level crossings on roads to which the public have access may require the involvement of the ORR and the amendment of Level Crossing Orders.

57. Fees are payable for each temporary closure to be advertised. These vary by highway authority.

Temporary Speed Restrictions (TSRs)

58. If a level crossing has insufficient sighting, Network Rail may consider implementation of a TSR. These speed restrictions affect the efficient running of train services, delaying passengers and requiring compensation to be paid to operators.
59. TSRs may have further-reaching effects on the safety of users:
- 59.1. They may have an adverse effect on the operation of active level crossings, which are calibrated to be triggered when the train passes a certain point. This may increase the risk at these crossings.
 - 59.2. Trains may become out of sequence, causing network congestion and increasing signaller workload, increasing the risk of mistakes being made.
 - 59.3. TSRs are only effective if the driver observes the local instructions. The more TSRs on a route, the greater the chance of one being accidentally missed by a driver.
60. For these reasons, TSRs are only applied where absolutely necessary and where there will be negligible transference of risk.

User Worked Public Level Crossings

61. Under British Rail, on lightly used railway lines and roads, necessary economies sometimes led to the demanning of public road level crossings to reduce staffing costs. In their place, a telephone connected to the controlling signalbox was provided, and the gates were altered to open away from the railway, rather than to fence it when the crossing was in use by road vehicles. This left the railway network with level crossings which all road users are entitled to use, but with a form of protection that would now only be deemed suitable for private users, where Network Rail can engage with specific individuals to ensure they understand how to use the crossing correctly.

Sleeping Dogs

62. A number of level crossings on the network are not currently in use, the infrastructure having been removed, but rights of way technically remain. This may be because a way is obstructed or because it is simply no longer required and has fallen out of use. These are known as 'sleeping dog' level crossings and although no usage or risk currently exists, use of the right of way might be revived in the future, restoring risk to the network.

Inclusive Design and Accessibility

63. *Prima facie* a level crossing may be viewed as the shortest and flattest possible route across the railway, and thus the most inclusive. However, this is not the case.
64. Many level crossings, and most of the crossings in this Order, require users to judge for themselves when it is safe to cross. Those with impaired vision may be unable to see approaching trains, leading to them making the wrong decision to cross, which could prove fatal.
65. The nature of the railway is such that trains take a substantial distance to stop, even at low speeds. By the time a train driver has seen a person on a level crossing and established that they have crossed in the path of an approaching train or are having difficulty moving, it will usually be too late to brake successfully. This is distinguishable from road vehicles in urban environments, where drivers are able to adapt their driving to accommodate vulnerable users, and to swerve and/or stop quickly if a pedestrian walks in front of their vehicle.
66. Some level crossings are located on or near curves in the railway, where approaching trains cannot be seen, and the warning of an approaching train is therefore sounded by the train's horn. There is a risk that a person with hearing loss could miss a train horn, and seek to cross in front of an approaching train.⁸ The nature of the warning of approaching trains is not advertised at each level crossing, so those with reduced hearing may not appreciate that the crossing is not safe to use unless one can hear sufficiently.⁹
67. Passive level crossings rely on a gate or stile in the boundary fence to alert users that they are entering the railway environment, and prevent animals straying onto the railway. Such features constitute a barrier to access for some users. Stiles can theoretically be replaced by wicket gates to improve accessibility. However, this may lead to a level crossing being used by slower-moving users, for whom there may be insufficient warning of an approaching train.
68. Where the railway is in a cutting or on an embankment, steps are provided to facilitate passage. Replacement of lineside steps with ramps is often not practical owing to constraints of space.
69. Active level crossings have visual and audible warnings, which tell users when they are able to cross the railway. These are therefore more suitable for use by those who are less able to detect the approach of a train audibly or

⁸ The Night Time Quiet Period (NTQP) between the hours of 23:59 and 06:00 has further meant that some level crossings do not provide appropriate warning of approaching trains between these hours.

⁹ The use of personal audio equipment can also lead to people making themselves deaf to the outside world.

visually. Crossings with full barriers across the road provide a physical block to those who may not be able to detect warnings. However, there remain several factors that can cause accessibility problems at active level crossings:

- 69.1. It is not possible to have a kerb that segregates the footway from the carriageway. Only a white line is possible.
 - 69.2. If the visual and audible warning starts, users may panic.
 - 69.3. On curves, the outer rail is raised above the inner rail, to account for the differential between the rail wheels. This means that a level crossing cannot be flat if it is located on a significant curve, resulting in an unavoidable trip hazard.
 - 69.4. Pedestrians may be struck by descending barriers, especially if they have not heard or seen the warning of their descent.
 - 69.5. At half-barrier crossings, pedestrians might approach the railway on the right-hand side of the road, where there is no barrier. This means pedestrians have no physical barrier across their path, although they do still have the benefit of visible and audible warnings.
 - 69.6. Some pedestrians move too slowly to reach the other side of the level crossing before the barrier has descended. If warning times at level crossings are extended to accommodate slower-moving users, misuse by other users may increase by reason of their impatience.
 - 69.7. It is not generally possible to grit level crossings or their approaches to combat snow or ice, even if the surrounding highway network is gritted. This is because of the likelihood of track circuits failing,¹⁰ and the corrosion that can result to rails.¹¹
70. In assessing the compliance of a level crossing for pedestrians, Network Rail assumes a walking speed of 1.2m/s. The distance across the level crossing is measured from the 'decision point', to a point 2m clear of the furthest running rail. The decision point is 2m from the nearest running rail for footpaths, and 3m for bridleways. Where vulnerable users are identified, the speed of traversing the crossing is reduced. This can mean that level crossings which are compliant for users moving at 1.2m/s are non-compliant for those who move more slowly.
71. Level crossings can cause difficulties for people who move slowly, and are not suitable for users who are unable to see or hear approaching trains or warning devices, as necessary at each crossing. This may mean that some

¹⁰ Track circuits are a way of detecting the presence of a train. When a train is 'in section', it completes an electrical circuit between the rails, which allows a current to flow between them.

¹¹ In some locations, it is possible to isolate track circuits at level crossings, so that salt water will not complete a circuit. Corrosion remains an issue.

users with a disability avoid routes with level crossings, or use them at increased risk over those without such disabilities. Those with mental impairments or young children may also not understand the importance of the decision they are being required to make when crossing the railway.

72. In this Order, we have sought to improve accessibility on our diversionary routes where feasible, and have proposed routes which are free of steps and stiles in the majority of cases. We have discharged our public sector duty at all levels of decision making, and have undertaken a Diversity Impact Assessment Scoping Report for all level crossings in the Order as well as preparing several site specific Diversity Impact Assessments where possible issues have been identified.

Responding to Incidents: Reliability

73. In the event that an asset inspection results in a defect or non-compliance issue arising at a level crossing, there is an additional workload on Section Managers, Section Planners, the Infrastructure Maintenance Engineer and those staff that then carry out any repair works required to bring the level crossing back up to a safe standard.
74. In the event of reported incidents, e.g. a gate left open, it will be for a Mobile Operations Manager to attend a level crossing in the first instance. Attendance times vary based on staff locations and workload. If a crossing user fails to follow the signaller's instructions to call back and declare the line clear after crossing, or if the signaller becomes aware of an incident, trains will be stopped or cautioned¹² until the incident is resolved. In some instances, a train driver will be instructed to shut the gate at a level crossing when he reaches it. The cautioning or stopping of trains impacts on performance and reliability.
75. Figure 7 shows the delay minutes have been attributed to level crossing failures on Anglia route:

¹² i.e. told to proceed at reduced speed.

Delay code and reason	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018 (to end P2)
XD (Level Crossing Incidents)	11,812	13,921	15,897	7,964	12,891	8,532	8,178	14,521	2,769
ID (Level crossing failure)	18,503	14,963	15,687	16,938	16,659	11,781	16,903	13,042	3,240
Total	30,315	28,884	31,584	24,902	29,550	20,313	25,081	27,563	6,009

FIGURE 7: DELAY MINUTES ATTRIBUTABLE TO LEVEL CROSSINGS

Track Maintenance

76. When certain track maintenance operations are performed, it is necessary to remove level crossing decks, and arrange a temporary closure of the level crossing while this is done. Each closure of a public crossing requires an application to the highway authority for a temporary closure and payment of its fee for processing and advertising the order (often £1000 per crossing). It also requires gangs to attend to remove the deck, then to reinstate it after works are completed. This means that railway maintenance interrupts rights of way, impacting local communities. Diversion to grade-separated routes eliminates many of the occasions when temporary closure is required. Whilst bridges still need to be closed occasionally for maintenance or renewal, maintenance of the permanent way does not usually necessitate any interference with grade-separated crossings of the railway.
77. Avoidance of the need to close rights of way and lift crossing decks can lead to the track not being tamped across level crossings. This can impact adversely on ride quality and require speed restrictions. An untamped section of railway may cause a bounce which will create a decreasing ripple effect of wear away from the level crossing due to the train weight not being evenly loaded on the track.
78. Some areas of Anglia route require tamping several times a year, owing to ground conditions.

Installation and Renewal Costs of Assets

79. The table presented in **Appendix D** illustrates the renewal cost of different types of level crossings. It also shows the costs of installing additional warning devices. These are the cost estimates on which Network Rail is basing its CP6 funding application.
80. **Appendix E** quotes real world costs of some common level crossing maintenance items. As each level crossing can be in a different setting and

have different requirements, there is scope for costs to vary considerably. Similarly, the lifetime of the components of a level crossing will vary depending on usage and environmental factors.

81. Where the railway is built at a higher level than the surrounding land, the raised approaches to a vehicular level crossing must be assessed and maintained so that vehicles do not become grounded on the level crossing. As many of these earthworks date from the Victorian era, before the modern understanding of geotechnics was developed, and weather is becoming more extreme, this has the potential to be a worsening problem. An estimate of £10–20k per crossing is not unrealistic where significant earthworks are required.
82. Where the railway is not level with the surrounding land, it is necessary to maintain steps (and sometimes handrails) to allow pedestrians to negotiate embankment or cutting slopes. This furniture is often built of wood and requires regular renewal. A typical crossing with steps can cost almost £20k for renewal¹³ (based on Higham level crossing), in addition to all other maintenance costs
83. The future strategy for level crossings, and the desire to reduce risks that cannot be eliminated, will lead to more technology being installed at passive level crossings. This is described in *Transforming Level Crossings 2015–2040* (NR17). However, an increased level of warning equipment at level crossings leads to a railway which is more complex—and hence more expensive—to operate and maintain. There will be more signalling equipment to inspect, maintain and renew, and more failure points to investigate and rectify. As level crossings may share some technology, say for train detection, failures may impact on several level crossings simultaneously. Elimination rather than mitigation of the risk remains a preferred solution, in line with the ORR approach set out in NR14.

Cost of Incidents at Level Crossings

84. When incidents at level crossings happen, the result can be a fatality, a life-changing injury or trauma. The effect may be limited to road and rail vehicle damage and delayed services.
85. Figure 8 gives some examples of the compensation paid to train operators for delays following incidents that occurred at level crossings.

¹³ Based on Higham level crossing in Suffolk.

Crossing	Date	Incident	Cost
Nairns	12/08/2016	Collision with Land Rover	£202,743.17
Hockham Road	10/04/2016	Collision with tractor	£17,503.94
Maltings (St Margaret's)	24/11/2016	No call back following vehicle usage: trains cautioned	£1,437.96
Grimston Lane	10/09/2016	Pedestrian fatality	£3,523.47
Cattishall	24/03/2014	Pedestrian fatality	£30,750.04
Weatherby	06/08/2015	Suicide	£5,172.16

FIGURE 8: COMPENSATION FOR DELAYS PAID FOLLOWING LEVEL CROSSING INCIDENTS

83. The costs above do not include compensation paid to train operators in respect of damage to their rolling stock and other costs incurred. Some examples of such costs are shown in Figure 9. Note that, if the user of a level crossing is found to be at fault, it may be possible for the compensation to be recovered from the user's insurers.

Crossing	Date	Incident	Compensation claimed from Network Rail
Hatson	September 2011	Collision with farm vehicle	£950,653
Oakwood [not Anglia route]	May 2015	Collision with tractor	£118,000
Hockham Road	10/04/2016	Collision with tractor	£1,595,913

FIGURE 9: COMPENSATION FOR DAMAGE SUSTAINED IN LEVEL CROSSING COLLISIONS

Capacity and Network Development

84. Developing the capacity of the railway requires, as a minimum, a suitable and sufficient risk assessment of every level crossing on the affected route under the proposed new conditions. The general effects of increasing the speed and/or frequency of trains are:

- 84.1. Increased risk of a collision at level crossings;
- 84.2. Worse consequences in the event of a collision at a level crossing, owing to higher velocity of impact and/or a greater chance of a second train coming;
- 84.3. Reduction of sighting of approaching trains, reducing the available time to cross;
- 84.4. A requirement to move existing whistle boards further away, such that they may no longer be effective;

- 84.5. Longer closure time of crossings to vehicles (public and private) and pedestrians.
- 84.6. Movement of strike-in points for active level crossings.
- 85. Mitigation of the additional risks may require upgrades to level crossings. For example, automatic half barrier crossings may be replaced by full barrier crossings with object detection technology. These are a much safer type of crossing as they must be proved clear before a train can proceed across them, but there is a pronounced increase in road closure time, and also operational expense. For example, a typical automatic half barrier (AHB) level crossing may be closed for less than a minute per train, whereas the minimum closure for an object detection level crossing is 3 minutes.
- 86. Fewer level crossings on a stretch of line means fewer sites requiring risk assessments, and fewer crossings requiring potential upgrades or closures to accommodate enhancements.
- 87. Document **NR24** is the Anglia Route Study. This is part of the Long Term Planning Process and considers the potential outputs required by the railway network within the Anglia Route, both in CP6, and ahead to 2043.
- 88. Details on the relevant enhancement schemes that fall within the Essex and Others TWAO area are outlined below.

East West Rail (Central Section)

- 89. This is a project to establish a railway connecting East Anglia with Central, Southern and Western England to improve journey times and increase capacity for passenger and freight services.
- 90. The Central Section requires further assessment works for the business case to be developed by Network Rail.

Conclusion

- 91. This section has demonstrated the benefits of and need for the Order. The proposed scheme can deliver real safety benefits to users, reduce Network Rail's maintenance burden, improve reliability and facilitate future railway enhancement schemes.
- 92. A successful Order would lead to a rationalisation of the level crossings across the network and allow Network Rail to focus resources on the remaining level crossings. At a time when funding is becoming increasingly difficult to secure, this project can help reduce funding demands to deal with level crossings.

Project Context

93. This section will describe previous initiatives to remove level crossings from the network, and current initiatives to reduce level crossing risk.
94. In Control Period 4 (CP4)¹⁴ from April 2009 to March 2014, Network Rail invested funding and commenced projects that would improve safety at level crossings. This included a focus on closing level crossings as well as asset enhancement schemes, installing technology to assist users in the safe use of level crossings.
95. Closures in CP4 were focused on closing some of the highest risk public right of way crossings through the construction of significant infrastructure, such as bridges and subways. In the case of private level crossings, the release of rights of way across the railway was agreed by negotiation where landowners were willing to agree terms.
96. Network Rail's long term strategy to improve safety at level crossings is outlined in *Transforming Level Crossings 2015–2040 (NR17)*. This strategy has a vision for no accidents at level crossings and emphasises the continuing priority to close level crossings as the most robust form of risk reduction.
97. At the start of CP4, the rail network had around 7500 level crossings. Funding was made available from the ORR to pursue level crossing closures nationally. This project was more successful than initially anticipated, delivering 1070 closures and downgrades within CP4. Nationally, level crossing risk was reduced by 31%, measured by the reduction in FWI (NR17).
98. Figure 10 shows the number of level crossings on Anglia route closed or downgraded by year of legal completion, back to the year ending 31 March 1970. As a result of the CP4 funding, it can be seen that the number of closures and downgrades achieved in y/e 2010 and 2011 is much higher than at any time since y/e 1992.¹⁵

¹⁴ Network Rail receives funding from the Government in 5 year Control Periods. CP4 commenced in April 2009 and ended in March 2014. CP5 started in April 2014 and finishes in March 2019.

¹⁵ An incident where a farmer became grounded across the railway at Nairns level crossing in Scotland in the early 1990s revealed a nationwide issue with the profiles of crossings. This necessitated heavy investment by British Rail to reprofile crossings and/or install telephones to mitigate against the risk of grounding. In view of the cost of remedial works, funding was made available to close private level crossings by negotiation. This explains the spike in the number of closures and downgrades achieved.

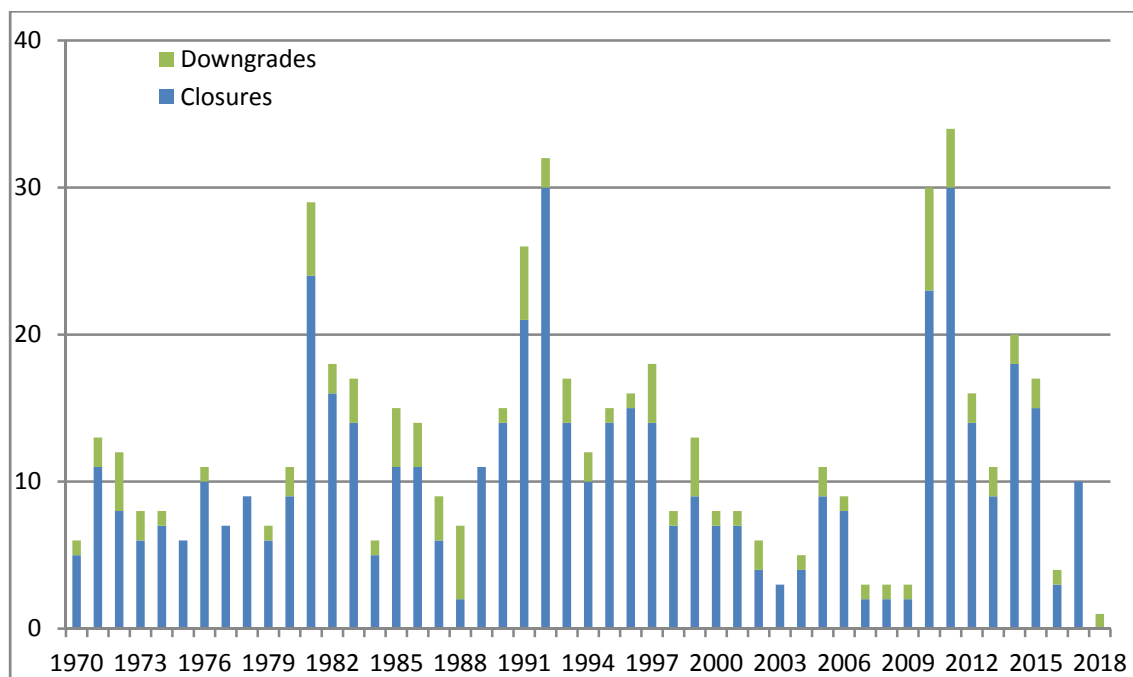


FIGURE 10: LEVEL CROSSINGS CLOSURES/DOWNGRADES ON ANGLIA ROUTE BY YEAR

99. By the beginning of CP5¹⁶ the rail network in Great Britain had 6291 level crossings with a collective FWI of approx. 13 as calculated by the All Level Crossing Risk Model (ALCRM) (NR17). Over a third of this level crossing risk sat with Anglia route.
100. At the time of writing,¹⁷ the total level crossing FWI on the network is 11.79, and Anglia route has 25% of this, with FWI of 2.95, despite having just 13% of the crossings.
101. The CP5 strategy on Anglia route for reducing level crossing risk is:
- 101.1. Close level crossings where reasonably practicable
 - 101.2. Install new equipment at level crossings to reduce risk where closure cannot be achieved
 - 101.3. Proceed with construction of bridges or alternative access routes at identified high risk sites to secure closure and removal of a level crossing.
102. Historically those public level crossings with the highest risk ratings and FWI were selected for closure. This would typically involve construction of bridges and/or significant levels of compensation to third parties.

¹⁶ 01/04/2014–31/03/2019

¹⁷ May 2017

103. On the commencement of CP5 and with a renewed focus on trying to achieve further level crossing closures, Anglia Route considered a new approach to closing level crossings.
104. All level crossings across Anglia Route were assessed using in-house knowledge and put into 5 phases:
 - 104.1. Phase 1 – mainline level crossings that could be diverted and removed through the utilisation of existing nearby infrastructure and those that could be closed or downgraded due to extremely low usage;
 - 104.2. Phase 2 – branch line level crossings that could be diverted and removed through the utilisation of existing nearby infrastructure and those that could be closed or downgraded due to extremely low usage
 - 104.3. Phase 3 – non-vehicular level crossings closure of which requires new infrastructure for an alternative means of crossing the railway;
 - 104.4. Phase 4 – vehicular level crossings requiring diversionary roads to existing infrastructure;
 - 104.5. Phase 5 – vehicular level crossings requiring the construction of a vehicular bridge.
105. This Order progresses level crossings that fall within phases 1, 2 and 4. These phases are being progressed first due to the minimal infrastructure investment required.
106. This phased strategy is further outlined within the Client Requirements Document (**NR18**). This document sets out a high-level strategy for systematically closing level crossings on Anglia route, including initial proposals for each crossing. The strategy was planned to be applied in phases. It also outlines a switch away from utilising the Highways Act to gain the consents needed to close level crossings and instead proposes the use of the Transport and Works Act.

Use of Transport and Works Act Order

107. This section sets out the justification for using Transport and Works Act Orders for level crossing closures.
108. The level crossings closures and downgrades completed in CP4 and CP5 to date have primarily been delivered through negotiation, in respect of private rights, and through Rail Crossing Diversion or Extinguishment Orders under the Highways Act 1980 in respect of public rights. The success of the closure programmes delivered in CP4 and early CP5 has depleted the opportunities for proceeding by negotiation.

109. Network Rail has chosen to apply for a Transport and Works Act Order for the level crossings within this scheme for a number of reasons.
110. In the case of level crossing closures, the Highways Act 1980 includes arrangements under sections 118A and 119A for the stopping up and/or diversion of footpaths and bridleways crossing railways. However these apply *only* where it appears to the relevant council to be expedient in the interests of the safety of members of the public using or likely to use such crossings, and not for wider railway purposes. In the case of the crossings with which this Order is concerned, the justifications for closure relate not only to the safety test as set out in those sections of the Highways Act, but more widely to enable improved efficiency, network reliability, and the potential for capacity or linespeed enhancements.
111. The principle of closing or amending the status of level crossings by means of Transport and Works Act Orders is not new. See for example the Railtrack (Swinedyke Level Crossing) Order 1995 (SI1995/3188), the Network Rail (Seaham Level Crossing) Order 2013 (SI 2013/533), and the Network Rail (Northumberland Park and Coppermill Lane Level Crossing Closure) Order 2017 (SI 2017/257).
112. An Order under the Transport and Works Act provides the means for Network Rail to address comprehensively and holistically the purposes and effects of its national and regional level crossing strategies where multiple closures are proposed and which cannot be achieved through the relevant procedures within the Highways Act. The Highways Act 1980 does not contain any provision for multiple applications for level crossing closures and it is likely that even if the closures and changes to status of crossings could be effected by multiple individual applications under sections 118A and 119A of that Act this would completely overburden a local highway authority and take a considerable time to determine.
113. The Order includes a number of matters (which fall firmly within the ambit of Schedule 1 to the Transport and Works Act) such as, the carrying out of certain Scheduled works, such as bridges over watercourses; the carrying out of surveys and the payment of compensation. A Transport and Works Act Order will grant Network Rail powers to create diversionary rights of way, public or private, on private land, or compulsorily acquire private land to enable closure of private level crossings.¹⁸ It will also allow Network Rail to make alterations to highways on diversionary routes, such as the installation of traffic calming measures or segregated footways.
114. There is also no restriction on the status of level crossing which may be altered. Rail Crossing Diversion and Extinguishment Orders cannot be used

¹⁸ In the past, requests to highway authorities for them to use the compulsory powers vested in them to create diversionary public rights of way have been unsuccessful, even where Network Rail has undertaken to cover the costs.

on cycle tracks, byways open to all traffic or public carriageways. Private level crossings may also be closed.

115. A Transport and Works Act Order also permits the downgrade or upgrade of the status of certain highways and authorises certain public and or private rights over a crossing to be extinguished, where appropriate, in place of outright closure. The Order contains provisions to allow Network Rail to temporarily stop up the highway and for traffic regulation associated with the proposed works and diversionary routes. Furthermore, the repeal of former railway legislation relating to level crossings and the modification of existing statutory regimes and provisions for the protection of statutory undertakers in relation to the works proposed can only be achieved through a Transport and Works Act Order.¹⁹

Funding

116. The Funding Statement submitted with the application for the Order sets out Network Rail's proposals for funding the cost of implementation (**NR06**). The project has secured funding in CP5 from the Level Crossing Risk Reduction Fund (LCRRF), which was established by the ORR and is overseen by the Safety, Technical and Engineering (STE) directorate in Network Rail, to enable Network Rail to maximise level crossing risk reduction in CP5. The guidelines for the funding outlined that it could be used for crossings that had a high certainty of closure within CP5 and that had an opportunity for closure (**NR19**).
117. The ORR Final Determination for CP5 (**NR15**) specifies that the required output of the LCRRF is (1) to maximise the reduction in the risk of accidents at level crossings, and (2) to enable the closure of level crossings. Network Rail has set a target of a 25% reduction in level crossing FWI against the LCRRF to demonstrate compliance.
118. Further funding in CP5 has been provided by Anglia Route from its signalling budget, which is utilised for asset management purposes, to enable a greater number of level crossing closures and downgrades to be completed in CP5.
119. As part of its application to the ORR for the CP6 funding settlement in December 2017, Anglia route will be seeking funding to implement level crossing closure works for which consent has been obtained in CP5.
120. It is also part of the wider Anglia Level Crossing Reduction Strategy that has seen the deposition of similar Orders for Suffolk, and Cambridgeshire. The Funding Statement in the Order states that the Essex and Others Level Crossing Reduction project has an anticipated final cost of £4.888m (**NR06**).

¹⁹ Although in the case of public rights of way closed by Rail Crossing Orders, the Transport and Works Act grants repeal of any specific legislation requiring a level crossing to be maintained (s. 47(2)).

121. The authorised funds in CP5 and the funds applied for in CP6 will meet the capital cost of implementing the Network Rail (Essex and Others Level Crossing Reduction) Order inclusive of compensation.

The Draft Network Rail (Essex and Others Level Crossing Reduction) Order

122. This section will provide an overview of the Order being applied for.
123. The level crossings in this Order are located throughout the county. Figure 11 shows the location of each of the level crossings with a black triangle (the black lines are railway lines).

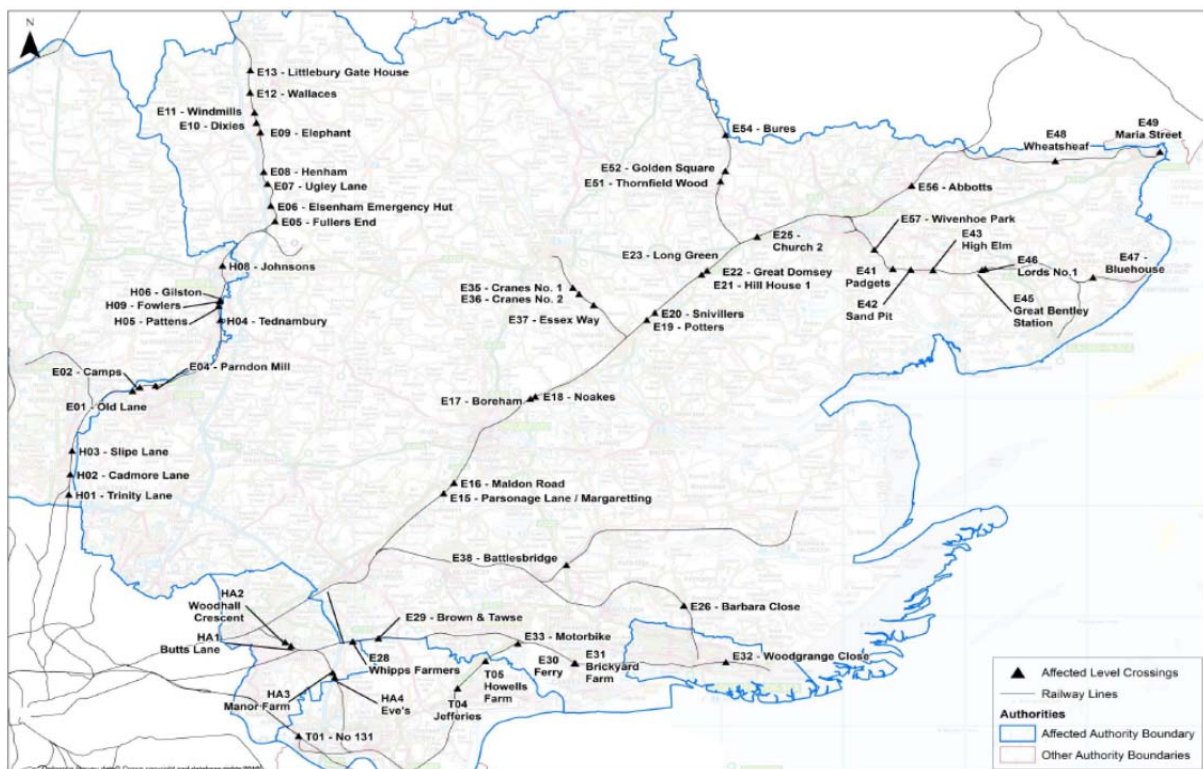


FIGURE 11: ESSEX AND OTHERS LEVEL CROSSING LOCATION MAP

124. As described in Schedule 1 of the draft Order (**NR02**), the proposed Order will allow Network Rail to close 58 level crossings and to redesignate the status of 2 level crossings. In connection with these powers, the Order includes powers to Network Rail to undertake the following works:

- 124.1. Creation of Public Rights of Way (PRoW) as diversionary routes;
- 124.2. Improvement of existing PRoWs to provide safe and accessible routes;
- 124.3. Provision of 4 footbridges to carry PRoWs over watercourses;
- 124.4. Construction of one culvert;

- 124.5. Removal of level crossing assets and installation of boundary fencing;
- 124.6. Provision of steps, mounting blocks, signage and other highway infrastructure;
- 124.7. Construction of new PRowS on Network Rail and outside party land;
- 124.8. Construction of steps to carry pedestrians at three level crossings;
- 124.9. Construction of gates, signage and fencing as appropriate;
- 125. The Proposed Order will also permit the compulsory acquisition of rights over third party land for the proposed works and ancillary purposes, including worksites; the temporary use of land in connection with the authorised project; and the extinction and creation of private rights; and
- 126. The Proposed Order also contains provisions which would authorise the operation and use of the railway; temporary and permanent stopping up of highways; and contains provisions relating to streets.

Development of the Scheme

127. This section describes the evolution of the scheme from conception, through consultation and design, to final proposals. More details on other alternatives considered may be found in the Statement of Consultation (**NR05**).
128. *Governance for Railway Investment Projects (GRIP)* is Network Rail's project management and control process for delivering projects on the operational railway. It is mandatory for all projects. The approach is based on industry-wide best practice. The GRIP stages are:
- GRIP 1: Output definition
 - GRIP 2: Pre-feasibility
 - GRIP 3: Option selection
 - GRIP 4: Single option development
 - GRIP 5: Detailed design
 - GRIP 6: Construction test & commission
 - GRIP 7: Scheme hand back
 - GRIP 8: Project close out
129. The sections below outline the development of the project and the output from each GRIP stage.

GRIP 1

130. At GRIP stage 1 in 2015, Network Rail, with the support of design consultants Mott MacDonald, assessed the suitability of each of the level crossings that were initially placed in phases 1, 2 and 4 of the strategy set out in **NR18**.
131. There were 221 level crossings across multiple counties.
132. As well as providing detailed feasibility reports for each county and all relevant level crossings within it, the following outputs were delivered:
- 132.1. Site visits undertaken where physically possible;
 - 132.2. General Arrangement plans for each level crossing proposal;
 - 132.3. Initial batch of Stage 1 Road Safety Audits (**NR16**);
 - 132.4. A Diversity Impact Assessment Scoping Report covering all level crossings;

- 132.5. Anticipated Final Cost estimates for LA, broken down to a cost per level crossing;
 - 132.6. Consultation with strategic stakeholders with a series of workshops across the counties with representation from relevant offices from each County Council;
 - 132.7. Initial series of meetings with wider statutory bodies to outline the scheme and discuss selected level crossings;
 - 132.8. Limited number of landowners consulted;
 - 132.9. Access and User Groups contacted with a questionnaire to gain feedback in regards to the strategy approach;
 - 132.10. Desktop study into bridge structure examination reports held by Network Rail, environmental constraints, OS and Land Registry data.
133. Following the completion of GRIP 1, the County of Norfolk and the branch lines (phase 2) in Suffolk were de-scoped from the project due to the overall estimated cost exceeding available funding. The GRIP 1 estimates were used and those parts of the project that delivered the lowest potential FWI reduction per pound were removed.²⁰ This resulted in 133 level crossings being progressed into the next GRIP stage, with 75 of those being within the Essex and Others Order.

GRIP 2

134. In April 2016 Network Rail and our selected design consultants continued the development of the level crossing proposals.
135. In preparation for the informal rounds of public consultation, the following activities were carried out:
- 135.1. Usage data were collected for each crossing;
 - 135.2. Consultation with County Councils continued and comments were considered in the plans for each level crossing;
 - 135.3. Environmental surveys/appraisals were undertaken on the multiple diversion routes and work areas;
 - 135.4. A further round of Stage 1 Road Safety Audits was carried out (**NR16**);
 - 135.5. Road traffic counts and surveys on any diversion routes next to roads;

²⁰ Network Rail intends to revisit these proposals when future funding or network development permits.

135.6. Drafting of Diversity Impact Assessment reports for those crossings identified as having a potential significant impact on users with protected characteristics;

135.7. Consultation with all landowners that have land directly affected by diverted rights of way or that have rights affected at private level crossings.

GRIP 3

136. Information obtained through GRIP 1 and 2 was used to prepare for the first round of public consultations in June 2016. A total of 12 exhibition venues were chosen with representation from Network Rail, its key contractors and technical leads. The venues chosen were accessible and generally located a maximum of 10 miles from any of the level crossings being consulted upon.
137. The relevant consultation event was advertised at every level crossing, together with a link to the project website.
138. Each exhibition event provided summary boards and route maps, as well as detailed site plans displaying the various diversion routes for each site. Where multiple diversion routes were available for a particular level crossing, colour coding was used to show the options.
139. County, District, and Parish/Town Councils were invited to attend the events an hour before they opened to the public. The plans for each event went live on the website on the morning of each consultation event.
140. Questionnaire responses were invited from those that attended the events. The details on display at the event were also made available online, and questionnaires could be electronically submitted regardless of whether one attended an event.
141. 284 questionnaire responses were received. These, along with other letters, email and telephone calls, were used in refining the options.
142. Follow up workshops were subsequently held with the County and District Councils to review the responses received.
143. Along with the considered consultation responses other factors including engineering constraints, costs, environmental impact, user safety, landowner impacts and constructability were all considered in an internal workshop. The information was summarised on Assessment Summary Tables (ASTs) and in the majority of cases a single preferred option was selected.
144. The second round of public consultation commenced in September 2016 and included the previous 12 venues with one extra venue in Thurrock to improve the distance and spread of level crossings from their respective venue.

145. A further 254 questionnaire responses were received, which again were reviewed with the County and District Councils.
146. A second round of internal workshops was held and a preferred option was selected for each level crossing.
147. A third round of information was released to the public on those crossings that had seen significant changes from what had been presented at the round 2 consultation events.
148. Consultation with private landowners affected directly or indirectly by the plans continued through to deposition.
149. 13 crossings were de-scoped from the project prior to deposition of the Essex and Others Level Crossing Reduction Order due to consultation feedback or the cost associated with the individual closures.
150. The Order was deposited on 31 March 2017 requesting powers to implement changes at 60 crossings. The consultation described above, and as required by the 2006 Rules is further described in the Statement of Consultation (**NR05**) submitted as part of the application for the Order.

Environmental Statement

151. No Environmental Statement was required, following a decision from the Secretary of State (**NR11**).

Planning Permission

152. A request to the Secretary of State for deemed planning permission for the Scheduled works accompanied the application for this Order, including details for the bridges to be constructed over watercourses. Initial high level conversations have been held with the highway authority regarding the typical design for bridges.
153. Prior to the public inquiry Network Rail will discuss with the local planning authorities and seek to agree the form of the draft planning conditions submitted with the request for deemed planning permission.

Land and Property

154. Land and property will be used in the following ways:
 - 154.1. temporary access over land;
 - 154.2. temporary occupation of land and property;
 - 154.3. permanent acquisition of land;

154.4. permanent acquisition of rights over land.

155. All of the areas of land and property rights sought in the draft Order are necessary to implement the Order scheme and/or to maintain access to the operational railway when the right of way to it is extinguished. No rights will be acquired either permanently or temporarily unless required for these purposes.
156. Network Rail is seeking to acquire the necessary rights by negotiation. All references to Plots are to be read in conjunction with the Order Plans that accompanied the draft Order (**NR08**).

Temporary Access

157. Powers of temporary access or occupation are required in relation to land which is needed for construction and access purposes, but which is not required for the future operation or maintenance of the scheme.

Existing Compensation Code

158. Those who have land or an interest in land acquired from them permanently or temporarily will be entitled to compensation.
159. The Order applies Part 1 of the Compulsory Purchase Act 1965 which, through its application, has the effect of requiring Network Rail to pay compensation to qualifying parties under what is known as the Statutory Compensation Code (the Code).
160. The Code as it now stands is an amalgamation of numerous Acts of Parliament and legal precedents that have evolved over 150 years.
161. Landowners whose land will become subject to new public rights of way will be entitled to compensation in line with that payable under s. 28 Highways Act 1980.

Objections and Representations

Objection Period

162. After the Order application was submitted, the Department for Transport invited objections and representations. The period for this was 42 days from the application date.
163. During that objection period, 191 objections, 5 representations and 5 letters of support were received.

In Principle Objections to the Order

164. The Ramblers (OBJ/148), the Essex Local Access Forum, ELAF (OBJ/142) and David Atkins (OBJ/176) make a number of general objections to the Order. They question the adequacy of alternative routes and the need for the closure of crossings. Network Rail's case for closure of the crossings is set out in this Statement of Case and the diversion routes selected are suitable and convenient. They also object to the diversion of pedestrian safety risk from rail to road. Where Network Rail is seeking to divert pedestrians onto roads, and a potential safety issue has been identified, objective Road Safety Audits have been undertaken (**NR16**). Where appropriate, Network Rail is seeking powers to alter the layout of the roads concerned, carry out other street works and/or to regulate traffic. The Ramblers and ELAF also object to the use of the TWA Order procedure for the closures, the justification for which is dealt with elsewhere in this Statement of Case. The Ramblers and ELAF also object that notification was inadequate. Network Rail followed the correct notification procedure under the 2006 Rules.
165. Essex County Council (OBJ/195) objects to the closure of specific crossings which is covered in the following sections and also makes a general objection to all proposals included in the Order until designs and commuted sums are agreed with the Council. Network Rail will continue to work with the Council to agree details of designs of PRoWs and road safety improvements, and commuted sums in recognition of the maintenance cost of new or altered highways which would be transferred to the highway authority once completed. OBJ/188 (Roger Young) also objects to the diversion of pedestrian safety risk from rail to road and OBJ/193 (Andrew Stanley) objects to the loss of amenity.
166. OBJ/34 (National Farmers' Union) makes a general objection in terms of potential impacts on access to land and implications for farming businesses and adequacy of consultation. Network Rail's consultation is described elsewhere in this Statement of Case. It complied with the legislative requirements of the 2006 Rules and took account of feedback from a variety of interested parties. Where Network Rail is proposing an alternative route on farmland, it is considered that the route is required, suitable and convenient.

Network Rail will continue to engage with affected landowners to discuss how their concerns can be mitigated.

167. The Environment Agency (OBJ/172) was concerned about the content and scope of the protective provisions in the draft Order for the protection of the Environment Agency. Network Rail will consult the Environment Agency to better understand its concerns about the proposed protective provisions, noting that the form in which they are expressed in the draft order has recent precedent in other legislation. The Environment Agency also had concerns about three crossings where they are a landowner and these are considered under the relevant crossing section.
168. The Royal Mail Group (OBJ/156) make a general objection on the grounds that their operational and statutory duties to collect and deliver mail may be adversely affected, but add that they are unable at this stage to fully determine the potential impact. They raise specific concerns on temporary stopping up of roads primarily associated with work on diversion routes.

Representations in Relation to the Order

169. REP/3 (Essex and Suffolk Water) do not have an objection to the Order provided that their infrastructure is protected.
170. REP/4 (Natural England) made a representation only in relation to HA02 in respect of a potential impact on Hornchurch Cutting SSSI, and requested further information. Network Rail will continue to engage with Natural England to address its concerns.
171. REP/5 (Northumbrian Water Limited) had no objection to the Order.
172. Other representations were received in respect of specific crossings, which are addressed as appropriate below.

Level Crossings Affected by the Order

173. Descriptions of the existing crossings and the public rights of way and private rights associated with them together with the changes proposed by Network Rail were described in the Design Guide submitted alongside the application documents (**NR12**). Plans showing the existing routes and proposed changes were included at Part 4 of Volume 2 to the Design Guide, the relevant extract of which is included at **Appendix F** to this Statement of Case.
174. Summaries of the censuses of usage undertaken are presented in document **NR25**.

E01 – Old Lane

Location

This footpath crossing is located in Roydon Parish and has the postcode CM19 5DS. It is on the Liverpool Street to Ely railway line (BGK), 20 miles 71 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 04 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01 and 02

all in the District of Harlow

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 06, 07, 08, 09 and 10

(b) Powers Limited to Rights: 11 and 12

(c) Powers limited to Extinguishment of Rights: 05;

all in the Parish of Roydon.

Nature of level crossing

When open, this level crossing had an ALCRM score of B8. The level crossing is now closed under a Temporary Traffic Regulation Order, and its ALCRM score is therefore M13. It was previously a footpath with stiles in the railway boundary (FPS). Warning of an approaching train was provided by whistle boards because sighting is insufficient.

The railway at this location comprises 2 lines of rails, carrying passengers and freight, with a maximum speed of 80mph.

Rights affected

There are no private rights of way at the level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to permanently close the level crossing to all users and extinguish existing public rights of way over the level crossing.

The proposed extinguishment would involve users, approaching from the south heading north on FP45 or heading northeast on FP13 towards Old Lane level crossing, being diverted east onto FP79 to cross the railway at Wildes level crossing. Users would then continue north of the railway on FP44 to re-join the route of FP13. FP13 between its junctions with FP45/FP79 and FP44 would be extinguished to prevent the creation of a cul-de-sac.

Wildes level crossing is a footpath with stiles (FPS) with whistle boards. Its ALCRM score is B6.

Remaining level crossing infrastructure at the level crossing would be removed and 1.8m high chain link fencing would be installed for a maximum length of 100m on each side of the railway.

The diversion will add an additional 100m to the route.

Land permanently affected by the proposals

None

Specific considerations

This level crossing, and Wildes level crossing, 11 chains to the east, both have insufficient sighting due to line curvature with users being warned of approaching trains by the train horn being sounded. However, it is not safe to have 2 whistle board crossings within close proximity, as users of one crossing may mistake the horn of a train approaching the other crossing and become confused, crossing when it is not safe to do so.

When the issue of proximate crossings with whistle boards was first identified, Wildes level crossing was closed under a Temporary Traffic Regulation Order. However, the highway authority requested that the temporary closure be moved to Old Lane, as Wildes was a more convenient location for a crossing. This was done once the whistle boards had been positioned appropriately.

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. The objectors are OBJ/148 (Nicky Philpott on behalf of the Ramblers) and OBJ/164 (Paul Camp on behalf of E Camp & Sons)

Nature of the objections

The Ramblers (OBJ/148) make general objections to the closure of crossings under the Order. The Ramblers, however, support the closure of this crossing provided that Wildes Crossing remains open, which is what is proposed.

OBJ/164 objects to the adequacy of the consultation and notification procedure as well as raising concerns that the closure will reduce safety. Network Rail followed the correct notification and consultation procedures under the 2006 Rules. Network Rail addresses safety concerns justifying the closure of level crossings earlier in this Statement of Case.

E02 – Camps

Location

The footpath crossing is located in Harlow District and has the postcode CM19 5DY. It is on the Liverpool Street to Ely railway line (BGK), 21 miles 23 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 05 and 06 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 21
- (b) Powers Limited to Temporary Use of Land: 04, 05, 18, 22, 23 and 24
- (c) Powers Limited to Rights: 10, 13, 14, 16, 19, 25, 28, 29 , 30 and 31
- (d) Powers Limited to Extinguishment of Rights: 33;

all in the Harlow District.

Nature of level crossing

The level crossing is a UWCT, with a FPS alongside. The ALCRM score for the UWCT is A6 and for the FPS, B6. It is protected by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the Night Time Quiet Period (NTQP). The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 80mph.

A 9 day, 24-hour camera census of non-vehicular usage was undertaken between 09/07/2019 and 17/07/2016 inclusive. This recorded 9 users over that period.

Rights affected

Existing private vehicular rights, exercised through the UWCT, would be retained at the level crossing.

The existing public footpath rights, across the FPS, would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to public users and extinguish existing public rights of way over the level crossing. Private vehicular rights would be retained.

The proposed diversion involves users heading south on FP75 towards Camps footpath level crossing being diverted either west to Wildes level crossing or east to Sadlers level crossing. The route to Wildes level crossing would use FP181 before heading south via FP44 to cross Wildes level crossing. South of the railway, users would then continue on FP44 whence they would connect to a proposed 2m wide and approximately 715m in length unsurfaced footpath along field margins. This new footpath would divert users east to FP122.

The route via Sadlers level crossing from FP75 would involve heading east on FP181 and then heading south via FP74. Users would then continue south over the railway and connect to FP122.

FP75 approaching the level crossing north of the railway would be extinguished (approximately 280m in length) and FP75 south of the railway will be extinguished (approximately 270m in length) to prevent the creation of a cul-de-sac.

Level crossing infrastructure associated with pedestrian use over the level crossing would be removed.

The proposals would enhance the Public Right of Way network by creating a circular walk.

The diversion route via Sadlers level crossing (ALCRM score B5) would add an additional 730m to the route. Note that SAWD (Covtec) has recently been installed at this crossing.

The diversion route via Wildes level crossing (ALCRM score B6) would add an additional 900m to the route.

Land permanently affected by proposals

The parcels of land affected by the proposed diversion and associated works are: 4, 5, 18, 21, 23 and 24

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. The objectors are OBJ/22 (David Naylor), OBJ/69 (C Camp), OBJ/94 (Susan Clarke), OBJ/133 (Hugo Richardson on behalf of the Camp family), OBJ/148 (Nicky Philpott on behalf of the Ramblers), OBJ/164 (Paul Camp on behalf of E Camp & Sons) and OBJ/176 (David Atkins)

Nature of the objections

Three objections (OBJ/69, OBJ/133 and OBJ/164) were on the basis of inadequate or flawed consultation and notification. Network Rail followed the procedure for consultation and notice prescribed in the 2006 Rules. One of these objections (OBJ/164) also objected to the loss of vehicular access to part of their farm. As set out above, the Order would not affect private vehicular rights over this crossing. Network Rail will continue to engage with the landowner regarding their concerns. Three objected to the loss of amenity to residents or walkers and adequacy of the alternative route (OBJ/22, OBJ/94 and OBJ/133). Two objections (OBJ/94 and OBJ/176) also raised concerns about the reduced safety of walkers on the alternative route. The Ramblers (OBJ/148) make an objection to the closure of this crossing on the basis that the alternative routes provided are significantly longer and less convenient to walkers. They also note the crossing is used by farm vehicles. Network Rail considers that the alternative route is suitable and convenient for walkers and that private vehicle rights will be maintained for the farm. Network Rail will continue to engage with stakeholders to mitigate any safety concerns relating to the proposed alternative route.

E04 – Parndon Mill

Location

The footpath crossing is located in District of Harlow and has the postcode CM20 2HR. It is on the Liverpool Street to Ely railway line (BGK), 22 miles 9 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 07 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 37, 38, 39 and 40
- (b) Powers Limited to Extinguishment of Rights: 41;

all in the District of Harlow.

Nature of level crossing

This level crossing is a sleeping dog. Its ALCRM score is therefore M13. There is no trace of it on site, and the footpath route shown on the Definitive Map is obstructed on the south side of the railway. The railway line comprises 2 tracks, carrying passengers and freight, with a maximum speed of 80mph.

Rights affected

There are no private rights of way at the level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to formalise the closure of this level crossing.

The proposed diversion would involve heading east along FP73 towards Parndon Mill level crossing, then turning south along a proposed 2m wide unsurfaced footpath (approximately 170m in length) to Elizabeth Way. Users would then continue east along a segregated footway on Elizabeth Way and finally walk along Parndon Mill Lane. An existing overbridge would be used to cross the railway. This proposal would require the extinguishment of approximately 80m of FP73 that leads up to the level crossing from the south. It would also require the extinguishment of

approximately 40m of FP73 that leads down to the level crossing from the north. Both extinguishments would prevent the creation of cul-de-sacs.

As the crossing has been out of use for many years there would be no actual diversion effect on users.

Land permanently affected by proposals

Parcels of land affected by the proposed diversion and associated works are: 37, 38, 39 and 40

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. The objectors are OBJ/5 (Glenn Hann on behalf of Hanns Caravan Storage Ltd), OBJ/148 (Nicky Philpott on behalf of the Ramblers), OBJ/175 (Kier Living Ltd)

Nature of the objections

The Ramblers (OBJ/148) object that the alternative route provided is not safe and leads to a loss of amenity for walkers. Network Rail considers that the alternative route is suitable and convenient. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road. Further, as this crossing has been out of use for a number of years, users of this route are likely to already be using the diversionary route. The creation of the new footpath will also improve connectivity and off-road walking in the area.

One objector (OBJ/5) objects to the use of an existing public right of way on their land and the effect the works may have on their business. Network Rail will continue to engage with the landowner regarding their concerns.

The remaining objection (OBJ/175) relates to the alternative route of the footpath conflicting with a proposed development on land which the objector holds an option to purchase. Network Rail considers that the proposed alternative route is required, suitable and convenient but will continue to engage with the objector to discuss the interaction between the proposed development and the works which would be authorised by the Order, including their respective construction programmes.

E05 – Fullers End

Location

This footpath crossing is located in Elsenham Parish and has postcode CM22 6EB. It is on the Liverpool Street to Ely railway line (BGK), 34 miles 67 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 11 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 05, 06, 08, 09, 10, 11, 12 and 13

(b) Powers Limited to Extinguishment of Rights: 14

all in the Parish of Elsenham

Nature of level crossing

The crossing is a footpath level crossing with gates and miniature stop lights (FPGM). The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 70mph.

It has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 400 pedestrians were recorded using the crossing, of whom 27 were accompanied children and the remainder were adults. 7 bicycles were recorded as being ridden across the crossing and 42 bicycles were walked across the crossing.

Rights affected

There are no private rights of way at the level crossing.

The existing public footpath rights would be extinguished.

Order Proposals

The Order would confer powers to close the level crossing to all users and extinguish the existing public right of way over the level crossing.

On the west side of the railway, users of the crossing heading south east along Robin Hood Road would be diverted south for approximately 110m along a new 2m wide tarmac planings footpath in the field margin. Users heading towards the crossing from the south west along FP29 would be diverted along a new 2m wide unsurfaced footpath in the field margin approximately 20m long. These paths would converge and then pass through the existing underpass, with tarmac planings surfacing. Once on the eastern side of the railway, a 2m wide surfaced footpath would be provided through the Elsenham Sawmill development site to allow users to reach Tye Green Road for onward routes.

Low level directional footpath lighting (fold down lighting columns) would be provided along the surfaced footpaths and under the underbridge.

A Network Rail gate would be retained on Tye Green Road to provide access for maintenance purposes.

Approximately 80m of FP29 linking to Robin Hood Lane, north of the railway would be diverted to the field boundary.

Level crossing infrastructure at the level crossing would be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass. The fencing would extend along the railway to the underpass on the north side of the railway.

The diversion route would add an additional 250m to the route.

Land permanently affected by proposals

The parcels of land affected by the proposed diversion and associated works are: 1, 2, 3, 4, 5, 6, 8, 9, 10 and 13

Specific considerations

The occupation of consented residential developments in Elsenham (if constructed) has the potential to increase usage of the crossing, and hence increase risk, should the level crossing remain open.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. The objectors are OBJ/115 (Sasha Holmes), OBJ/147 (Louise Johnson on behalf of Elsenham Parish Council), OBJ/148 (Nicky Philpott on behalf of the Ramblers), OBJ/170 (Jim Collins) and OBJ/176 (David Atkins)

Nature of the objections

The Ramblers (OBJ/148) object that the alternative route provided would lead to reduced safety and a loss of amenity for users. OBJ/170 objects to the impact of the diversion route on their property, the adequacy of the alternative route and states that they consider the level crossing to be safe. OBJ/115 is also concerned about the impact of the diversion route on their property.

OBJ/176 raises a number of issues related to multiple crossings, including this crossing and the nature of this objection is included under the in principle objections section of this Statement of Case. The safety justifications for the closure of this crossing are addressed elsewhere in this Statement of Case. Network Rail considers the diversion to be required, suitable and convenient and will continue to engage with affected landowners regarding their concerns.

Elsenham Parish Council (OBJ/147) supports the closure in principle subject to the provision of an adequate alternative route. Network Rail considers that the proposed alternative route is required, suitable and convenient. Network Rail will engage with the Parish Council to discuss the alternative route proposed.

E06 – Elsenham Emergency Hut

Location

This footpath crossing is located in Henham Parish and has the postcode CM22 6JL. It is on the Liverpool Street to Ely railway line (BGK), 35 miles 63 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 12, 13 and 14 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 15, 16 and 17

all in the Parish of Elsenham

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 07, 08, 09, 10, 11, 14, 15, 16, 17, 18, 19, 19A and 20

(b) Powers Limited to Extinguishment of Rights: 04 and 07A;

all in the Parish of Henham

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 05, 07 and 09;

all in the Parish of Ugley.

Nature of level crossing

The crossing is temporarily closed under a Temporary Traffic Regulation Order because the whistle boards are non-compliant. This was previously a footpath level crossing with gates in the boundary fence (FPW). It was a passive level crossing where the user was instructed to stop, look and listen: beware of trains.

The ALCRM score is M13 because the crossing is currently closed. Prior to closure, its ALCRM score was C10, although ALCRM assumes a crossing is compliant in generating its score.

The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 70mph.

Rights affected

There are no private rights of way at the level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish the existing public footpath over the level crossing. In its place, it is proposed to create a new footpath between the railway and the M11, linking FP32 with FP27. This would provide an off-road walking route between Elsenham and Henham.

Users will reach existing FP14 from Elsenham Emergency Hut Level Crossing via a diversion heading south along Old Mead Road to cross the railway at the existing manned level crossing (ALCRM score F5 for vehicle gates and D5 for lockable wicket gates) or stepped footbridge at Elsenham Station. Users would then continue west along the footways on New Road and Bedwell Road to reach FP14. Users would continue northeast towards the level crossing along FP14 and FP32, leading them to a new 2m wide and approximately 1400m in length unsurfaced footpath in field margin on the west side of the railway outside of Network Rail land. This would head north between the railway and the M11 to connect to existing footpath FP24.

To reduce road walking for walkers from the east, users of footpath FP15, south of the level crossing, would be diverted south and west on a new 2m wide unsurfaced footpath to cross the railway at the existing level crossing or stepped footbridge at Elsenham Station.

FP7, which crossed the railway at Edges level crossing until it was closed in 2014, and is now a cul-de-sac on either side of the railway, would be extinguished (approximately 550m in length).

Land permanently affected by proposals

Parcels of land affected by the proposed diversion and associated works are: 16 and 17 (in respect of the Parish of Elsenham); 1, 3, 8, 9, 10, 11, 14, 15, 16, 17 and 18 (in respect of the Parish of Henham); 1, 2, 3, 5 and 7 (in respect of the Parish of Ugley).

Specific considerations

This level crossing was closed under a Temporary Traffic Regulation Order in 2011 owing to the whistle boards providing inconsistent warning times. The whistle board for down trains is on the end of the platform, and only some trains stop.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. The objectors are OBJ/102 (CL Fogel on behalf of You're Furnished Ltd), OBJ/123 (Edward Rout on behalf of Francis Braeckman), OBJ/130 (Harry Jones on behalf of Fairfield Elsenham Ltd), OBJ/146 (Edward Rout on behalf of Jim Raey) and OBJ/147 (Louise Johnson on behalf of Elsenham Parish Council).

Nature of the objections

Four objections (OBJ/102, OBJ/123, OBJ/130 and OBJ/146) relate to the use of the objectors' land for the alternative route. OBJ/130 relates to loss of connectivity and two objections (OBJ/123 and OBJ/130) are concerned about safety impacts of the diversions. The need for the closures is addressed elsewhere in this Statement of Case and Network Rail considers the diversion to be required, suitable and convenient, and will continue to engage with affected landowners to discuss their concerns.

One objection (OBJ/146) questioned the adequacy of consultation. Network Rail consulted in accordance with the 2006 Rules and the consultation is addressed in detail elsewhere in this Statement of Case. Elsenham Parish Council supports the closure in principle but question the adequacy of the alternative route. Network Rail considers that the proposed alternative route is suitable and convenient. Network Rail will engage with the Parish Council to discuss its concerns.

An objective Road Safety Audit did not identify any safety concerns with the proposed route.

E07 – Ugley Lane

Location

This footpath crossing is located in Henham Parish and has the postcode CM22 6JD. It is on the Liverpool Street to Ely railway line (BGK), 37 miles 13 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 15 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers limited to Extinguishment of Rights: 23;

all in the Parish of Henham.

Nature of level crossing

The crossing is a UWCT. The railway at this crossing comprises of two lines of rails and carries passengers and freight with a line speed of up to 70mph.

It has an ALCRM score of C8.

A 9 day camera census was undertaken between 9/7/2016 to 17/7/2016 with survey hours 00:00 to 24:00. No vehicles or pedestrians were recorded using the crossing.

Rights affected

The existing private rights of way (if any) would be extinguished.

There are no public rights of way at this crossing.

Order proposals

The Order would confer powers to close the level crossing to private users and install fencing. Existing private rights over the level crossing would be extinguished.

The proposed diversion would involve users of Ugley Lane level crossing being diverted east on North Hall Road via the existing Underbridge which is 50m south east of the level crossing and which has a 3m headroom restriction. Larger private vehicles would be diverted south to the M11 underbridge at Ugley Green approximately 2.3km away. Access to the substation on the east side of the railway would remain. Level crossing infrastructure at the level crossing would be removed,

however a vehicular access gate and decking would be retained on the east side for Network Rail use only and 1.8m high chain link fencing would be installed on the west side of the railway to prevent trespass.

No significant diversion length would be added.

Land permanently affected by proposals

None

Relevant objections

There has been no objection to the proposed closure of this level crossing.

Nature of the objections

N/A.

E08 – Henham

Location

This footpath crossing is located in Widdington Parish and has the postcode CB11 3XP. It is on the Liverpool Street to Ely railway line (BGK), 37 miles 72 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 16 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 25, 26, 26A and 26B;

all in the Parish of Henham

(a) Powers Limited to Temporary Use of Land: 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21

(b) Powers Limited to Extinguishment of Rights: 21A;

all in the Parish of Ugley

(a) Powers Limited to Temporary Use of Land: 01A, 01B, 04, 06 and 08

(b) Powers Limited to Extinguishment of Rights: 01 and 02;

all in the Parish of Widdington

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). The railway is on an embankment and steps are provided to allow users to reach rail level. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP. SAWD (Covtec) equipment is also provided; this sounds a train horn adjacent to the crossing, when triggered by an approaching train, 24 hours a day. However, this equipment is not 100% reliable.

The crossing has an ALCRM score of C6. A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. Four pedestrians were recorded using the crossing, of whom one was elderly.

Rights affected

There are no private rights of way at the level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish the existing public footpath over the level crossing.

The proposed diversion would involve pedestrian users of existing BR21 heading east towards the railway being diverted south for approximately 200m along a new 2m wide unsurfaced footpath along field boundary adjacent to North Hall Road. They would then turn east to cross the railway using the existing underbridge. Users would then continue north, on the east side of the railway to existing FP26 via a new 2m wide and approximately 320m in length unsurfaced footpath along field boundary. Existing FP26 west of the level crossing would be extinguished and the existing footbridge on this footpath would be removed. The new footpath on the west side of the railway would require a timber footbridge (less than 4m long) to cross a highway ditch where the footpath connects onto North Hall Road. Level crossing infrastructure at the level crossing would be removed and 1.8m high of chain link fencing would be installed on the east side of the railway with a NR pedestrian access gate and 1.35m strained wire and stock proof fence would be installed on the west side of the railway to prevent trespass.

The diversion would add an additional 750m to the route.

Land permanently affected by proposals

Parcels of land affected by the proposed diversion and associated works are:

- (a) In the Parish of Ugley: 11, 12, 14 and 15
- (b) In the Parish of Henham: 25 and 26B
- (c) In the Parish of Widdington: 8

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. The objectors are OBJ/83 (Charles Martineau), OBJ/138 (David Hedges) and OBJ/176 (David Atkins).

Nature of the objections

One objector (OBJ/138) supports the principle of closing the crossing on safety grounds but objects to the alternative route of the footpath. Network Rail considers that the proposed diversion is suitable and convenient.

OBJ/83 objects to the potential loss of trees on his land due to the diversion route. Network Rail will continue to engage with the owner to address this concern.

OBJ/176 raises a number of issues related to multiple crossings, including this crossing, and the nature of this objection is included under the In Principle Objections section of this Statement of Case.

E09 – Elephant

Location

This footpath crossing is located in Newport Parish and has the postcode CB11 3PE. It is on the Liverpool Street to Ely railway line (BGK), 40 miles 13 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 17 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 05, 07, 09, 10, 11, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, 24A, 25, 28 and 29
- (b) Powers Limited to Extinguishment of Rights: 16;

all in the Parish of Newport.

Nature of level crossing

The level crossing has kissing gates in the railway boundary fence (FPK), although it was closed under a Temporary Traffic Regulation Order in 2015 for safety reasons: the sighting of approaching trains is insufficient, and, owing to the presence of the station, the down whistle board does not provide sufficient warning for pedestrians to cross the railway. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 70mph.

The level crossing when open had an ALCRM score of C6, although ALCRM assumes the level crossing is compliant in generating its risk score. The current ALCRM score is M13.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and to extinguish the existing public footpath over the level crossing.

The proposed diversion would involve that part of FP14 to the west of the railway being extinguished in its entirety and a length of approximately 50m of FP14 east of the railway also being extinguished. From High Road, users would be diverted south along the existing footway on High Street to Debden Road. Users would then use the existing carriageway along Debden Road up to the railway bridge. Traffic signals are proposed on the approach to and the departure from the bridge as well as at the station access road which runs parallel to and east of the railway. This would regulate the single flow of traffic over the bridge. A proposed 1m wide raised footway would be created over the bridge which would connect to a new footpath east of the railway. The new footpath would run in a northerly direction in field margins for a length of approximately 180m and connect to FP14 approximately 50m east of the level crossing. This new footpath will be 2m wide and unsurfaced.

The diversion route will add an additional 880m to the route.

Land permanently affected by the proposals

Parcels of land affected by the proposed diversion and associated works are: 22, 25, 28 and 29.

Specific considerations

This crossing is currently temporarily closed under a Temporary Traffic Regulation Order owing to insufficient warning of approaching trains.

Relevant objections

There have been 9 objections to the proposed closure of this level crossing. The objections are: OBJ/14 (Robert Bartlett OBE), OBJ/113 (Christian Bunten), OBJ/144 (Christine Griffin on behalf of Newport Parish Council), OBJ/148 (Nicky Philpott on behalf of the Ramblers), OBJ/156 (BNP Paribas on behalf of the Royal Mail Group), OBJ/169 (Richard Monk), OBJ/176 (David Atkins), OBJ/180 (Neil Hargreaves), OBJ/181 (Margaret Newell)

Nature of the objections

Two landowners objected to the footpath being diverted through their land (OBJ/113 and OBJ/181). One objector objected to the loss of footpaths used for country walks. 5 objections including the Ramblers (OBJ/148) make a specific objection to the closure of this crossing on the basis of the safety of the proposed alternative route along a highway. The safety justifications for the closure of this crossing are addressed elsewhere in this Statement of Case. Network Rail considers the diversion to be required, suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing via the route proposed; Network Rail's proposal includes mitigation to improve road safety on the diversion route and the diversion must be constructed and completed to the reasonable satisfaction of the local highway authority. Network Rail will continue to engage with affected landowners regarding their concerns.

Representations and letters of support

There was one letter of support (SUPP/1) to the closure of this crossing on the grounds of safety and that trains sounding their horns in warning at the level crossing is noisy and disturbs residents.

E10 – Dixies

Location

This footpath crossing is located in Newport Parish and has the postcode CB11 3TP. It is on the Liverpool Street to Ely railway line (BGK), 40 miles 59 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 18 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 30 and 31
- (b) Powers Limited to Rights: 33
- (c) Powers Limited to Extinguishment of Rights: 32

all in the Parish of Newport.

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). Users are instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 owing to the NTQP. Covtec equipment is also installed at the crossing, which provides a 24 hour warning of approaching trains, albeit with less than 100% reliability.

On 28 December 2016 a train driver reported that member of the public using the crossing was reported to be in the path of the oncoming train.

The level crossing has an ALCRM score of C6. A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 34 pedestrian users were recorded, of whom one was an accompanied child and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath rights would be extinguished. Users would be diverted beneath the existing bridge to the south.

Order proposals

The Order would confer powers to close the crossing to all users and to extinguish existing public rights of way over the level crossing.

The proposed diversion would involve a length of approximately 120m of FP7 to the west of the railway being extinguished and a length of approximately 70m of FP7 on the east of the railway being extinguished. From the west side of the level crossing, users would be diverted south for approximately 480m along the existing FP4 to Bury Water Lane, to join the footway on Bury Water Lane for approximately 50m before joining FP22. At Gaces Acre, users would use the existing footway and travel in an easterly direction to Cambridge Road. Users would continue to walk along the footway on Cambridge Road to cross beneath the railway. Alternatively, they would cross Cambridge Road, walk along the carriageway on Water Lane and the footway on Bridge End, to re-join Cambridge Road. Level crossing infrastructure at Dixies level crossing will be removed and 1.8m high chain link fencing will be installed on the both side of the railway to prevent trespass.

The diversion route will add an additional 1.2km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are:
n/a

Specific considerations

This level crossing is close to Joyce Frankland Academy school, and gives direct access to one of their playing fields. It is not believed to be regularly used by pupils.

Relevant objections

There have been 8 objections to the proposed closure of this level crossing. The objections are: OBJ/14 (Robert Bartlett OBE), OBJ/144 (Christine Griffin on behalf of Newport Parish Council), OBJ/148 (Nicky Philpott on behalf of the Ramblers), OBJ/159 (George Turner on behalf of Saffron and Walden District Footpaths Association), OBJ/165 (John Oswin Smith), OBJ/169 (Richard Monk), OBJ/176 (David Atkins) and OBJ/180 (Neil Hargreaves).

Nature of the objections

OBJ/14, OBJ/148 object to the closure due to a loss of amenity and the diversion of pedestrians onto the public highway. OBJ/165 accepts that the crossing is dangerous but objects to the alternative route provided. OBJ/14, OBJ/176 and OBJ/180 object to the alternative route on safety grounds. Network Rail considers that the proposed route is suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed.

OBJ/14, OBJ/144, OBJ/ 159 and OBJ/180 object to the closure of the crossing due to anticipated increased use. An aspect of Network Rail managing the risk associated with the potential increase in users of the footpath network is to direct users to a single crossing point over the railway. Network Rail is satisfied that its proposed diversionary route is a convenient and suitable replacement for existing users.

OBJ/169 objects to the need to close the crossings and the safety justification for their closures. Network Rail addresses these concerns elsewhere in this Statement of Case.

Representations and letters of support

There was one letter of support, SUPP/4 (Phyllis Radford), for the closure of this crossing on safety grounds.

E11 – Windmills

Location

This footpath crossing is located in Newport Parish and has the postcode CB11 4JR. It is on the Liverpool Street to Ely railway line (BGK), 41 miles 26 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 19 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 35, 36 and 37

(b) Powers Limited to Extinguishment of Rights: 34;

all in the Parish of Newport.

(a) Powers Limited to Temporary Use of Land: 01 and 02;

all in the Parish of Wendens Ambo

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph. It is protected by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of C7. A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 17 pedestrian users were recorded, of whom three were accompanied children and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and to extinguish existing public rights of way over the level crossing.

The proposed diversion would involve approximately 180m of FP8 to the west of the railway being extinguished. Users would be diverted along the existing FP8 and FP17 to Rookery Lane, travel along Rookery Lane in an easterly direction and join FP12. They would then walk along FP12 and FP19, to re-join Rookery Lane and cross the railway at Trees (CCTV) level crossing (ALCRM score G6). Users re-joining FP8 to the east of the railway would use a new 45m long footpath within Network Rail land and then a new 70m footpath within the field boundary. Both proposed footpaths would be 2m wide and unsurfaced. Level crossing infrastructure at Windmills level crossing would be removed. On the west side of the railway, 1.35m stock proof strained wire fence would be installed. On the east side of the railway, 1.8m high chain link fencing would be installed between Windmills and Trees level crossing to prevent trespass.

The diversion route would add an additional 830m to the route.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 35 in the Parish of Newport.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. The objections are: OBJ/144 (Christine Griffin on behalf of Newport Parish Council), OBJ/156 (BNP Paribas on behalf of Royal Mail Group), OBJ/165 (John Oswin Smith), OBJ/169 (Richard Monk) and OBJ/176 (David Atkins).

Nature of the objections

4 objections to the closure of this crossing related to safety. OBJ/144, OBJ/165 and OBJ/169 consider the level crossing to be low risk. OBJ/165 and OBJ/176 object to the diversion route on the basis of increased pedestrian risk on the public highway. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. The Road Safety Audit (**NR16**) did not identify any issues requiring remediation at this location.

OBJ/156 (BNP Paribas on behalf of The Royal Mail Group) has concerns about the temporary stopping up of streets. Network Rail will continue to engage with Royal Mail to discuss their concerns.

Representations and letters of support

There were three letters of support (Adriana Forte and Tom Husband (SUPP/2), David W Kent (SUPP/3) and Andria Reynotts (SUPP5)) for the closure of this crossing on the basis that trains sounding their horns in warning at the level crossing are noisy and disturb residents. SUPP/2 and SUPP/5 also supported closure on safety grounds.

REP/2 (Amanda Lindsell, Wendens Ambo Parish Council) requested further information about the closure.

E12 – Wallaces (AKA Wallis's)

Location

This footpath crossing is located in Wendens Ambo Parish and has postcode CB11 4JH. It is on the Liverpool Street to Ely railway line (BGK) 42 miles 38 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 20 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 04 and 06
- (b) Powers Limited to Rights: 05 and 07
- (c) Powers Limited to Extinguishment of Rights: 03;

all in the Parish of Wendens Ambo.

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph.

The level crossing has an ALCRM score of C10.

The crossing provides access for the landowner and their invitees only. The crossing is primarily used for shooting drives. Alternative access across the railway is already available within the Estate.

Rights affected

Existing private rights of way would be extinguished.

There are no public rights of way at this level crossing.

Order proposals

The Order would confer powers to close the crossing to all users and to extinguish existing private rights of way over the level crossing.

The proposed diversion would involve private users using their existing private tracks and crossing the railway via Chestnut Avenue north of the level crossing. Users on Chestnut Avenue would be able to walk along the verge under the railway and on the carriageway to the east of the railway. Alternatively, private users would be able to travel to the south via private tracks and cross the railway at the existing private overbridge. Level crossing infrastructure at Wallaces level crossing will be removed and 1.35m high strained wire fence with stock proof fence Type F7 will be provided on both sides of the railway to prevent trespass.

The diversion route would add an additional 920m to the route.

Land permanently affected by the proposals

None

Relevant objections

There has been 1 objection to the proposed closure of this level crossing. This is: OBJ/66 (Hon. Mrs A Murray).

Nature of the objections

The objector (OBJ/66) objects on the grounds of loss of amenity and a negative effect on the management of their estate. Network Rail notes that alternative access across the railway is already provided for within the Estate, but will continue to engage with the objector to discuss their concerns.

E13 – Littlebury Gate House

Location

This footpath crossing is located in Littlebury Parish and has postcode CB11 4TX. It is on the Liverpool Street to Ely railway line (BGK), 43 miles 60 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 21 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 05, 06 and 11

(b) Powers Limited to Extinguishment of Rights: 12 and 13;

all in the Parish of Littlebury.

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 70mph.

The level crossing has an ALCRM score of C5. On 23 May 2006 a train driver reported that two youths were playing chicken on the level crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 131 pedestrian users were recorded, of whom five were accompanied children, 14 were unaccompanied children and the remainder were adults. 5 bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public rights of way would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and to extinguish existing public rights of way over the level crossing.

The proposed diversion would involve retaining, from Strethall Road, the existing BOAT3 for approximately 90m. The remainder of BOAT3 (approximately 160m) to the level crossing would be downgraded to a footpath. The footpath would then extend parallel to the railway for approximately 320m to meet Littlebury Green Road. Users would head in an easterly direction over the railway tunnel and join for approximately 200m a proposed in-field Public Right of Way footpath to the south of Littlebury Green Road. This new footpath would be 2m wide and unsurfaced. Level crossing infrastructure at Littlebury Gate House would be removed. On the west side of the railway, 1.8m high chain link fence would be provided and this would extend to Littlebury Green Road adjacent to the proposed footpath to prevent trespass on to the railway. On the east side of the railway, 1.8m high chain link fence would be provided to prevent trespass on to the railway. The diversion route will add an additional 250m to the route if walking from east to west along Littlebury Road from the southern end of Peggy's Walk. The diversion route will add an additional 820m to the route if the user wishes to start his or her journey at the top of Peggy's Walk on the eastern side of the railway, and walk to the southern end of BOAT3 on the western side of the railway.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 2, 3, 4 and 11.

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. The objections are: OBJ/1 (Valerie and David Green), OBJ/66 (Hon. Mrs A Murray), OBJ/176 (David Atkins) and OBJ/182 (S B Thomas)

Nature of the objections

Three objections relate to a loss of amenity (OBJ/1, OBJ/66 and OBJ/182) from the closure of the crossing and less favourable alternative route. One objection also raises security concerns along the proposed right of way, including concerns as to potential trespass onto their land (OBJ/66). Network Rail considers that the alternative route provided is required, suitable and convenient, but will continue to engage with affected landowners regarding their concerns. OBJ/176 raises a number of issues related to multiple crossings, including this crossing and the nature of this objection is included under the in principle objections section of this Statement of Case.

E15 – Margaretting/Parsonage Lane

Location

This vehicular level crossing is located in Margaretting Parish and has postcode CM4 9JJ. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 25 miles 6 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 22 of the deposited plans.

Land affected

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01 and 02
- (b) Powers Limited to Rights: 03
- (c) Powers Limited to Extinguishment of Rights: 04

all in the Parish of Margaretting

Nature of level crossing

The crossing comprises user worked vehicular gates with miniature stop lights (UWCM), and footpath wicket gates with miniature stop lights (FPWM). The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 90mph.

The UWCM has an ALCRM score of B1, and the FPWM has an ALCRM score of C4.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 68 pedestrian users were recorded, of whom two were accompanied children, one was an unaccompanied child and the remainder were adults. Two bicycles were recorded as being walked across the crossing. Nine cars and nine Light Goods Vehicles were recorded.

Rights affected

Network Rail is of the view that the crossing carries a private road with public footpath rights. Essex County Council takes the view that the crossing carries a public road.

Order proposals

The proposal is to extinguish all public rights of way across this level crossing that may exist, and retain it as a padlocked facility with private rights of access for landowners only. The wicket gates would be removed.

The proposed diversion would involve pedestrians using FP32 to cross the railway via the existing underpass to the north east of the level crossing.

A 1.35m high strained wire stock proof fence (Type F7) would be provided on both sides of the railway to prevent trespass. The diversion route will add an additional 120m to the route, for users travelling south down Parsonage Lane, or from the southeast on the eastern side of the railway.

The diversion route will add an additional 350m to the route, for residents of Parsonage Farm Cottage.

Land permanently affected by the proposals

None

Relevant objections

There are 4 objections to the proposed closure of this level crossing. The objections are: OBJ/9 (Diane and Henry Allen), OBJ/19 (Jean and Ken Albon), OBJ/172 (Anthony Bebbington on behalf of the Environment Agency) and OBJ/176 (David Atkins).

Nature of the objections

Two objections relate to a loss of amenity (OBJ/9 and OBJ/19). Network Rail considers that the alternative route is suitable and convenient for public users, and, as stated above, landowners will retain the ability to use the level crossing with vehicles.

OBJ/176 raises a number of issues related to multiple crossings, including this crossing and the nature of this objection is included under the in principle objections section of this Statement of Case.

The Environment Agency (OBJ/172) objects to the proposed closure of the crossing as a landowner, and says it needs further information to fully assess the impact of the proposed works on its statutory functions, operations, assets, and/or tenants. The level crossing will remain for the use of landowners only. Network Rail will continue to work with the Environment Agency to discuss its concerns and how those concerns can be addressed.

E16 – Maldon Road

Location

This footpath crossing is located in Margaretting Parish and has postcode CM4 9JS. It is on the Liverpool Street to Norwich via Ipswich railway line 26 miles 24 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 23 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 06, 07, 08, 09 and 11
- (b) Powers Limited to Rights: 07A
- (c) Powers Limited to Extinguishment of Rights: 10

all in the Parish of Margaretting

Nature of level crossing

The level crossing had stiles in the railway boundary fence (FPS), although the crossing is temporarily closed for safety reasons owing to the absence of steps to facilitate ascent and descent of the cutting slope. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 90mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours 0600–2359 because outside these hours drivers are not allowed to use their horns.

The current ALCRM score is M13, although before the temporary closure was applied in 2012, the ALCRM score was B9. Before temporary closure, usage was estimated to be zero.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and the existing public rights of way over the level crossing would be extinguished. FP21, which is approximately 530m in length, would be extinguished on either side of the level crossing.

The presence of the A12 effectively means the only onward route from the northern end of FP21 is to head towards White's Place Farm along the verge of the A12 slip road and the B1602. As no other crossings of the railway or the A12 are available, and no direct diversionary route is therefore possible, it is proposed to create a new bridleway to provide those coming from Margaretting with improved access to the remaining PRow network.

To mitigate concerns about safety of non-motorised users on Maldon Road, a new public bridleway in the field margin, approximately 400m long, would be created on the eastern side of Maldon Road from the point where existing footway provision ends. Users following this route would connect into the existing BR22. This bridleway would not be surfaced and would be fenced to one side with 1.35m high concrete post and wire fencing.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 06.

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. The objections are: OBJ/18 (Nick Marshall), OBJ/87 (Peter Slade), OBJ/108 (Di Smith) and OBJ/139 (A and C Smith).

Nature of the objections

One objector supports the closure of the crossing (OBJ/108) but objects to the proposed alternative route on the basis of the effect on farmland and security concerns along the new right of way. Another objection (OBJ/87) also raises security concerns on the impact of the diversion route on their property. OBJ/139 objects to the use of their land for the alternative route of the bridleway. Network Rail considers the alternative route is required, suitable and convenient, and will continue to engage with affected landowners to discuss how their concerns can be mitigated. OBJ/18, OBJ/87 and OBJ/108 object that consultation was inadequate. Network Rail consulted on the proposals in accordance with the 2006 Rules and has taken into account the responses received in deciding to proceed with the proposed Order.

E17 – Boreham

Location

This bridleway crossing is located in Boreham Parish and has postcode CM3 3HH. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 32 miles 57 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 23 and 24 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 02, 04, 15 and 17

(b) Powers Limited to Rights: 01, 02A, 02B, 12 and 12A

(c) Powers Limited to Extinguishment of Rights: 03 and 16

all in the Parish of Boreham.

Nature of level crossing

Despite its bridleway status, the level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 100mph. The level crossing has an ALCRM score of B9.

Rights affected

There are no private rights of way at this level crossing.

The public bridleway rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

A diversion route over the railway has not been provided due to the existing severance caused by the A12 and its slip roads to the south east of the railway. The proposed diversion therefore comprises a circular bridleway route to the north west of the railway. A new bridleway, 3m wide and unsurfaced, approximately 550m long, would be formed between BR23 and FP24. A concrete culvert is required along the proposed bridleway to enable users to cross a watercourse. North of where the proposed bridleway joins FP24, FP24 would be upgraded to a bridleway.

Part of BR23 leading to the north side of the level crossing would be extinguished (approximately 35m). Level crossing infrastructure at Boreham level crossing would be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 02.

Specific considerations

Residential development of this area is being progressed. The developer has been consulted and the proposal does not conflict with their plans. Were the development to proceed without closure of this crossing, usage, and hence risk, at the level crossing would be expected to increase.

Part of the development includes proposals for a new station at this location.

Relevant objections

There has been one objection to the proposed closure of this level crossing – OBJ/148 (The Ramblers)

Nature of the objections

The Ramblers (OBJ/148) object to the closure and the appropriateness of the proposed new route in light of other planned development in the area. An aspect of Network Rail managing the risk associated with the potential increase in users of the footpath network is to direct users to a single crossing point over the railway. Network Rail is satisfied that its proposed diversionary route is a convenient and suitable replacement for existing users.

E18 – Noakes

Location

This footpath crossing is located in Boreham Parish and has postcode CM3 3HH. It is on the Liverpool Street to Norwich via Ipswich railway line 32 miles 77 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 23 and 24 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 02, 04, 15 and 17
- (b) Powers Limited to Rights: 01, 02A, 02B, 12 and 12A
- (c) Powers Limited to Extinguishment of Rights: 03 and 16

all in the Parish of Boreham.

Nature of level crossing

The level crossing is currently temporarily closed owing to insufficient warning of approaching trains. Owing to the severance created by the A12, the route across the railway has not been well used for many years, and pedestrians were not accommodated at the site with a stile or gate. The level crossing therefore has an ALCRM score of M13.

The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 100mph.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion comprises a circular bridleway route. A new bridleway, approximately 550m in length, would be formed between BR23 and FP24. This proposed bridleway would be 3m wide and unsurfaced. A concrete culvert is required along the proposed bridleway to enable users to cross a watercourse. North of where the proposed bridleway joins FP24, FP24 would be upgraded to a bridleway. FP24 leading to the north side of the level crossing will be partly extinguished (approximately 160m in length). Level crossing infrastructure at Noakes level crossing would be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 02.

Specific considerations

Residential development of this area is being progressed. The developer has been consulted and the proposal does not conflict with their plans.

Part of the development includes proposals for a new station at this location.

A small amendment to the alignment of FP24 closest to the railway has been confirmed by Essex County Council in 2017 to enable construction of a new Network Rail substation. The Public Path Diversion Order was unopposed.

Relevant objections

There has been one objection to the proposed closure of this level crossing – OBJ/148 (the Ramblers)

Nature of the objections

There was one objection to the closure of this level crossing. The Ramblers (OBJ/148) object to the closure and the appropriateness of the proposed new route in light of other planned development in the area. An aspect of Network Rail managing the risk associated with the potential increase in users of the footpath network is to direct users to a single crossing point over the railway. Were the development to proceed without closure of this crossing, the usage and risk at this level crossing would be expected to increase. Network Rail is satisfied that its proposed diversionary route is a convenient and suitable replacement for existing users.

E19 – Potters

Location

This footpath crossing is located in Rivenhall Parish and has postcode CM8 3HR. It is on the Liverpool Street to Norwich via Ipswich railway line 40 miles 15 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 29 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 03, 04, 05, 10, 10A, 16, 17 and 18
- (b) Powers Limited to Rights: 06, 07, 19 and 20
- (c) Powers Limited to Extinguishment of Rights: 11

all in the Parish of Rivenhall.

Nature of level crossing

The level crossing has kissing gates in the railway boundary fence (FPK). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C4. On 2 May 2012 a person was struck by a train and killed on the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 78 pedestrian users were recorded, of whom 12 were unaccompanied children.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users, on the north side of the railway, heading south on existing FP43 and being diverted west via a new footpath, within field margins. This new footpath would connect to FP48. Users would then continue south along FP48 towards the railway before joining Oak Road. Users would then use the existing underpass to cross the railway before joining existing FP47. FP43 approaching the level crossing on the north side of the railway would be extinguished. Level crossing infrastructure at Potters level crossing would be removed and 1.8m high chain link fencing would be installed for a maximum length of 100m on each side of the railway to prevent trespass.

The diversion will add an additional 800m to the route.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 05.

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/3 (Peter Hope), OBJ/11 (John Macrae); OBJ/20 (Jane Macrae); OBJ/64 (K Taylor on behalf of Rivenhall Parish Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/173 (Freddie Botfield on behalf of the Siggers family); and OBJ/176 (David Atkins)

Nature of the objections

Four objections (OBJ/3, OBJ/11, OBJ/20 and OBJ/64) object to a loss of amenity and the adequacy of the alternative route and suggest that the existing crossing is safe. The Ramblers (OBJ/148) and OBJ/176 object on the basis that the alternative route is not acceptable. The safety justifications for the closure of this crossing are addressed elsewhere in this Statement of Case. Network Rail considers the diversion to be required, suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed. The remaining objection (OBJ/173) related to the adequacy of the consultation process, the compulsory acquisition of land and security concerns along the new route of the right of way. Network Rail consulted in accordance with the 2006 Rules and has taken into account the responses received in deciding to proceed with the proposed Order. Network Rail will continue to engage with affected landowners to discuss how their security concerns can be addressed.

E20 – Snivellers

Location

This footpath crossing is located in Kelvedon Parish and has postcode CO5 9AY. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 40 miles 61 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 30 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 05, 07, 08 and 09

(b) Powers Limited to Extinguishment of Rights: 06

all in the Parish of Kelvedon

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 8 adult pedestrians were recorded using the crossing. No equestrian use was observed.

Rights affected

There are no private rights of way at this level crossing.

Existing public bridleway rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of BR34 approaching Snivellers level crossing on the north west side of the railway being diverted north east onto a new bridleway, connecting to Cranes Lane. This new bridleway would be 3m wide, unsurfaced and run within field margin parallel to the railway. Users would travel along Cranes Lane/Crabbs Lane to cross the railway via the existing overbridge. Crabbs Lane connects to a cycleway along the A12 that heads south west returning users to Snivellers Lane. Level crossing infrastructure at Snivellers level crossing would be removed. On the south side of the railway, 1.8m high chain link fencing would be installed over a maximum length of 100m. On the north side of the railway, 50m of 1.8m high chain link fencing southwest of the level crossing and a length between Snivellers level crossing and Crane's Lane would be provided.

Due to the existing severance of Snivellers Lane on the south eastern side of the railway by the A12, and the low usage of the level crossing, it was considered appropriate to enhance public rights of way on the north western side of the railway. Crabbs Lane provides the nearest crossing point of the A12 (the A12 is carried over by a bridge). There is no directly comparable diversion route.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 3.

Relevant objections

There have been 6 objections to the proposed closure of this level crossing. These objections are: OBJ/11 (John Macrae); OBJ/20 (Jane Macrae); OBJ/145 Kevin Money (on behalf of Feering Parish Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/156 (BNP Paribas on behalf of the Royal mail Group); and OBJ/176 (David Atkins)

Nature of the objections

Two objections (OBJ/11 and OBJ20) claim a loss of amenity and the inadequacy of the alternative route and suggest that the existing crossing is safe. The Ramblers (OBJ/148) object on the basis that the alternative route is not acceptable. Network Rail considers that the proposed route is suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed.

OBJ/145 objects that other safety measures should be deployed at the crossing rather than close the crossing. OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. Network Rail addresses potential safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E21 – Hill House 1

Location

This footpath crossing is located in Feering Parish and has postcode CO5 9EN. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 43 miles 78 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 31 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 01A, 03, 04, 05 and 06

(b) Powers Limited to Extinguishment of Rights: 02

all in the Parish of Feering.

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 100mph.

The level crossing has an ALCRM score of C10.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of existing FP7 heading south towards Hill House 1 level crossing being diverted east via a new 2m wide unsurfaced footpath along field boundary (approximately 170m long), parallel to the railway. This new footpath would connect to existing BOAT5. Users would then cross the railway

at Hill House 2 public bridleway (FPG) level crossing, which has an ALCRM score of C8.

South of Hill House 1 level crossing, FP7 would be extinguished (approximately 125m) to prevent the creation of a cul-de-sac. Level crossing infrastructure at the would be removed and 1.35m high stock proof strained wire fence would be installed on both sides of the railway to prevent trespass.

The diversion route will add an additional 290m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 1, 1A, 3 and 5.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/119 (Robert Crayston on behalf of J R Crayston & Sons Ltd); OBJ/148 (Nicky Philpott on behalf of the Ramblers); and OBJ/176 (David Atkins)

Nature of the objections

OBJ/119 objects to the creation of a new right of way over its property as it is unnecessary. Network Rail considers the alternative route to be required, suitable and convenient.

OBJ/176 raises a number of issues and relates to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is covered in the in principle objections to the order section in this Statement of Case

The Ramblers (OBJ/148) do not object to the closure of this crossing provided that a 2m wide connecting path along the northern side of the railway line is delivered as a PRow and the public railway crossing at Hill House 2 remains open. This is already included in Network Rail's proposal.

E22 – Great Domsey

Location

This footpath crossing is located in Feering Parish and has postcode CO5 9EP. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 43 miles 78 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 32 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 07, 09, 10, 11, 15, 17, 21, 23, 24 and 27
- (b) Powers Limited to Rights: 16
- (c) Powers Limited to Extinguishment of Rights: 08

all in the Parish of Feering.

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up 100mph.

The level crossing has an ALCRM score of C10.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. No users were recorded.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of existing FP3 heading south towards Great Domsey level crossing being diverted via a new 2m wide unsurfaced footpath along field boundary (approximately 170m in length running parallel to the railway. This new footpath would connect to Domsey Chase. Users would then continue south on Domsey Chase via an existing bridge to connect to the A12 London Road. FP3 south of the railway would be extinguished (approximately 200m) to prevent the creation of a cul-de-sac. Level crossing infrastructure at the level crossing would be removed and stock proof 1.35m high strained wire fence would be installed on both sides of the railway to prevent trespass.

The diversion will add 380m to the route

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 9, 16, 17, 21, 23, 24 and 27.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/126 (Guy French on behalf of Ian Liddell), OBJ/148 (Nicky Philpott on behalf of the Ramblers) and OBJ/176 (David Atkins)

Nature of the objections

The Ramblers (OBJ/148) do not object to the closure of this crossing provided that a 2m wide connecting path along the northern side of the railway line is delivered as a PRow and the public railway crossing at Hill House 2 remains open. This is already included in Network Rail's proposal for E21 Hill House 1 level crossing. The diversion for E22 Great Domsey is to Domsey Chase road bridge.

OBJ/126 objects on the basis that the diversion route is unnecessary and impacts their land. Network Rail considers that the alternative route is required, suitable and convenient. Network Rail will continue to engage with the landowner in respect of the matters raised in their objection.

OBJ/176 raises a number of issues and relates to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is addressed in the in principle objections to the order section in this Statement of Case.

E23 – Long Green

Location

This footpath crossing was located in Marks Tey Parish and had postcode CO6 1XP. It was on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 45 miles 66 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 33 of the deposited plans.

Affected land

No land not owned by Network Rail is affected.

Nature of level crossing

Long Green was a footpath level crossing with wicket gates and miniature stop lights (FPWM). It was closed in 2016 by a Rail Crossing Extinguishment Order. A footbridge with ramps and steps has been constructed adjacent to the crossing.

Order proposals

The Order would confer powers to dedicate the replacement accessible footbridge to the public as a footpath.

Users are already using the footbridge. Therefore there is no diversion impact on existing users.

Land permanently affected by the proposals

None

Relevant objections

There have been no objection to this proposal.

E25 – Church 2

Location

This footpath crossing is located in the Stanway Parish and has postcode CO3 8NB. It is on the Liverpool Street to Norwich via Ipswich railway line 47 miles 43 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 34 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 07, 08, 09, 10, 11, 12 and 14;

all in the Parish of Copford

(a) Powers Limited to Temporary Use of Land: 02

(b) Powers Limited to Rights: 01, 04 and 05;

all in the Parish of Eight Ash Green

(a) Powers Limited to Temporary Use of Land: 12, 13, 14, 15 and 19

(b) Powers Limited to Rights: 08, 09 and 10

(c) Powers Limited to Extinguishment of Rights: 01;

all in the Parish of Stanway.

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS), although the crossing is temporarily closed for safety reasons owing to the absence of steps to facilitate ascent and descent of the embankment slope. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of M13. Prior to the temporary closure, its ALCRM score was C9 and usage was estimated as zero.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP1 heading north towards Church 2 level crossing being diverted east on a new 2m wide unsurfaced footpath (approximately 400m in length) to connect to Turkey Cock Lane. Users would continue north over the railway using the existing underbridge via both carriageway and verge walking. Users would then continue north on Turkey Cock Lane to connect to FP23. FP11 north of the level crossing would be extinguished up to FP23 (approximately 650m) and FP EX/149/29 south of the level crossing would be extinguished (approximately 130m).

The diversion will add an additional 570m to the route.

Specific considerations

It should be noted that the current footpath is effectively obstructed by the 6 lanes of the A12 to the south of the railway.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are:

- a) Parish of Copford: 07, 08, 09, 10, 11, 12 and 1
- b) Parish of Stanway: 12, 13, 14, 15 and 19

Relevant objections

There has been 1 objection to the proposed closure of this level crossing, being OBJ/176 (David Atkins).

Nature of the objections

OBJ/176 raises a number of issues and relates to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is addressed in the 'in principle objections to the order' section in this Statement of Case.

E26 – Barbara Close

Location

This footpath crossing is located in Hawkwell Parish and has postcode SS4 1NQ. It is on the Shenfield to Southend Victoria railway line (SSV) 38 miles 21 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 66 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01, 04, 05, 06, 07, 09, 10 and 11
- (b) Powers Limited to Rights: 02 and 08
- (c) Powers Limited to Extinguishment of Rights: 03

all in the Parish of Hawkwell

- (a) Powers Limited to Temporary Use of Land: 01, 02 and 03

all in the Parish of Rochford

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 80mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 95 pedestrian users were recorded, of whom one was an accompanied child, one was an unaccompanied child and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP21 heading east towards Barbara Close level crossing being diverted south and continuing along FP21 to connect to BOAT11. Users would continue east along BOAT11 to a bridge under the railway where a new 1.5m wide asphalt footway would be installed. Users would then continue east along Ironwell Lane on BOAT11 before heading north using the footways on Ashingdon Road, Roche Avenue and Barbara Close. The existing FP18 would be extinguished in its entirety. However, adjacent landowners would retain rights along the former PRoW to access their property. A pedestrian gate with 1.8m high close boarded timber fencing would be installed across the extinguished PRoW in Barbara Close. Chain link fencing 1.8m high and a Network Rail pedestrian access gate would be installed on the west side of the railway to prevent trespass.

The diversion will add a maximum 680m to the route.

Land permanently affected by the proposals

None

Specific considerations

An increase in service intensity, from 3 to 4 trains per hour, is proposed between London and Southend Victoria under the Greater Anglia franchise, to take effect from May 2019.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/16 (Paul Gyton); OBJ/23 (S A Willis); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/156 BNP Paribas (Royal Mail Group) and OBJ/176 (David Atkins).

Nature of the objections

OBJ/16 objects that other safety measures should be deployed at the crossing rather than close the crossing and OBJ/148 states that the safety risk at the level crossing is low. OBJ/23 and OBJ/176 state that the pedestrian safety risk is greater on the alternative highway route. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail's objective Road Safety Audit (**NR16**) did not identify any safety issues with the diversionary route.

OBJ/16 and OBJ/23 object on the basis of a loss of amenity. OBJ/148 objects to the closure of the crossing on the grounds of a loss of amenity to users and potential flooding risks at the proposed new route through the underpass. A 1.5m wide new path will be provided through the underpass and Network Rail considers that the new route is suitable and convenient.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E28 – Whipps Farm

Location

This footpath crossing is located in Brentwood Borough and has postcode RM14 3PJ. It is on the Fenchurch Street to Shoeburyness railway line (FSS2) 17 miles 45 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheets 56 and 57 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 38 and 40

(b) Powers Limited to Temporary Use of Land: 33, 34, 35, 36 and 37

all in the London Borough of Havering

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 06, 07, 08, 09, 10, 11, 12, 13, 15, 16, 18 and 19

(b) Powers Limited to Extinguishment of Rights: 14

all in the Borough of Brentwood

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C8. On 13 April 2009 it was reported that children had placed ballast on the line at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. No users were recorded at the crossing.

Rights affected

Existing private accommodation rights over the level crossing would be extinguished. Users would be diverted to a new private access track to the south.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way and private accommodation rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP178 heading south towards Whipps Farm level crossing being diverted west via a new 2m wide unsurfaced footpath along field boundary (approximately 270m in length) within field margin, along the boundary of Upminster Trading Park to the B186. Users would then cross the B186 via a new pedestrian crossing point where they would be diverted south via a new 2m wide unsurfaced footpath along field boundary (approximately 195m in length) towards the railway. Users would then continue west, parallel to the railway along a new 2m wide unsurfaced footpath along field boundary (approximately 245m in length) to existing BR183. Users could continue to use Puddle Dock level crossing, which is located approximately 250m west of Whipps Farm level crossing, to cross the railway. Users approaching the crossing from the south would utilise existing facilities, including the highway verge and existing footway on St Mary's Lane and Warley Street to access FP177 and Puddle Dock level crossing (ALCRM score C10) to the west. North of the railway, FP178 approaching the level crossing would be extinguished and FP178 to the south of the railway would be extinguished. To enable the extinguishment of the accommodation rights, a 3.5m wide crushed concrete access track is proposed from St Mary's Lane, south of the railway to provide private land access. Level crossing infrastructure would be removed and 1.35m high strained wire fence with stock proof fence fencing would be installed to prevent trespass on the railway. New wayfinding signage would be provided.

The diversion will add an additional 4.7 km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 1, 2, 9 and 10.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/151 (Spencer Jeffries on behalf of NGET and NCT); OBJ/155 (Strutt & Parker LLP on behalf of S & J Padfield and Partners), OBJ/156 (BNP Paribas on behalf of Royal Mail Group) and OBJ/176 (David Atkins).

Nature of the objections

OBJ/151 is a holding objection from National Grid pending further detail on how the proposals may affect its assets and statutory undertaking. Network Rail will continue to work the National Grid to resolve its concerns.

OBJ/155 does not object to the closure of the level crossing but objects to the use of their land for the alternative right of way. Network Rail considers the alternative route is required, and is a suitable and convenient alternative which will maintain the network of walking routes in the area. Network Rail will continue to engage with the affected landowner regarding their concerns.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. OBJ/148 objects on similar grounds. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail considers that the proposed route is suitable and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed. The proposed diversionary route was amended following the road safety audit to include more off-road walking (**NR16**).

E29 – Brown & Tawse

Location

This footpath crossing is located in West Horndon Parish and has postcode CM13 3HG. It is on the Fenchurch Street to Shoeburyness railway line (FSS2) 18 miles 17 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 58 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 04, 05, 06 and 08

(b) Powers Limited to Rights: 09, 10, 11

(c) Powers Limited to Extinguishment of Rights: 07

all in the Parish of West Horndon

(a) Powers Limited to Temporary Use of Land: 25, 26, 26A and 27

all in Thurrock.

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C9. On 5 August 2008 children were recorded playing at the crossing. On 4 September 2008 a member of the public reported that a crossing user had failed to close the crossing gates.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. No users were recorded at the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP4 heading north towards Brown & Tawse level crossing being diverted via a new 2m wide unsurfaced footpath on Network Rail land (approximately 280m in length) before connecting to Childerditch Lane via a set of wooden steps. Chain link fencing 1.8m high would be installed along the length of this footpath to prevent trespass onto the railway. A Network Rail pedestrian access gate would be provided. Users would then use the existing overbridge on Childerditch Lane, before being diverted north onto a new 2m wide unsurfaced footpath along field boundary (approximately 200m in length). Users would then cross Childerditch Lane and head east via a new 2m wide unsurfaced footpath within the Industrial Estate land for 40m and then along field boundary (approximately 250m in length) adjacent to the boundary of Horndon Industrial Park. Palisade fencing 2.0m high would be installed along the first 40m of the new footpath inside the industrial estate. Existing FP39 approaching the level crossing on the north side of the railway would be extinguished and approximately 15m of FP4 on the south side of the level crossing would be extinguished.

Level crossing infrastructure would be removed and palisade fencing 2.0m high fence would be installed to prevent trespass on the railway on the north side of the railway at the level crossing.

The diversion route would add an additional 720m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 2, 4, 5 and 6

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/57 (A Bird on behalf of CH Bird & Son); OBJ/105 (Bob Pinkett on behalf of E & A Strategic Land); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); and OBJ/186 (Navtej Tung on behalf of Thurrock Council)

Nature of the objections

OBJ/57 objects to the use of their land for the alternative route and suggests that the alternative route is dangerous. OBJ/176, OBJ/186 and OBJ/105 also object on grounds that the alternative route is not safe. The Ramblers (OBJ/148) object on the basis of a loss of amenity to users and the safety of the alternative route. The safety justifications for the closure of this crossing are addressed elsewhere in this Statement of Case. Network Rail considers the diversion to be required, suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed.

OBJ/105 also objects on the grounds that they are promoting a sustainable mixed-use development on nearby land and the diversion and the closure may affect the viability of this development. Network Rail's proposals to close the crossing do not affect land in ownership of the objector and it does not accept that the closure would prejudice any future development. Network Rail is satisfied that the proposed diversion is required, suitable and convenient.

E30 – Ferry

Location

This footpath crossing is located in Borough of Castle Point and has postcode SS8 1NR. It is on the Fenchurch Street to Shoeburyness railway line (FSS2) 29 miles 29 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 64 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 02, 03, 09, 10, 12, 13, 14 and 15
- (b) Powers Limited to Rights: 25, 26, 27, 28, 29, 30 and 31
- (c) Powers Limited to Extinguishment of Rights: 23 and 32

all in the Borough of Castle Point.

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is currently temporarily closed for safety reasons: there is insufficient sighting of trains. Whistle boards are provided to warn users of approaching trains, but these are only effective between the hours of 0600–2359 owing to the NTQP.

It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 75mph.

The level crossing currently has an ALCRM score of M13. Prior to closure, in 2014, the crossing had an ALCRM score of C2, with usage based on an ALCRM quick census (30 minutes off peak multiplied by 27) of 189 users per day. Between January 2009 and 2016, six near misses and six instances of misuse were recorded at the crossing (the crossing had been closed by 2016 so this incident involved a trespasser).

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion involves users of FP31 heading west towards Ferry level crossing being diverted west along the footway on the B1014, Ferry Road, to an existing bridge under the railway, approximately 280m west of the level crossing. On the north side of the railway users would then be diverted east via a new asphalt footway/footpath. Once the footpath is past the car park (readjustment of car parking spaces within Network Rail/C2C land would be needed at the south end of the car park), it expands to 2m width and becomes unsurfaced (within Network Rail land) for a further 30m before connecting to existing FP22. FP22 on the south side of the railway would be extinguished between the railway and the B1014 (approx 25m). Level crossing infrastructure would be removed and 1.8m high chain link fencing would be installed to prevent trespass on the railway.

The diversion route would add an additional 600m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 2, 9 and 32

Specific considerations

The provision of the new footpath link from Benfleet Station to Hadleigh Castle Country Park is considered to be of significant public benefit.

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. These objections are: OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/172 (Anthony Bebbington on behalf of the Environment Agency); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

OBJ/148, the Ramblers, object on the basis of amenity as result of the closure and alternative route. Network Rail considers that the proposed route is suitable and convenient.

The Environment Agency (OBJ/172) objects as a landowner as it needs further information on the works to assess the impact of what is proposed in the draft Order on its statutory functions and other concerns. Network Rail will liaise with the Environment Agency to provide the information it requires.

OBJ/176 raises a number of issues and relates to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is covered in the in principle objections to the order section in this Statement of Case.

OBJ/195 objects to the length, amenity and safety of the proposed diversion. Network Rail considers that the proposed route is suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

Representations

REP/1 (Julian Fautyley) recognised the benefits of the closure of this crossing on safety grounds and made representations as to the route of the new right of way

E31 – Brickyard Farm

Location

This footpath crossing is located in the Borough of Castle Point and has postcode SS8 0QT. It is on the Fenchurch Street to Shoeburyness railway line (FSS2) 29 miles 34 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 64 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 02, 03, 09, 10, 12, 13, 14 and 15
- (b) Powers Limited to Rights: 25, 26, 27, 28, 29, 30 and 31
- (c) Powers Limited to Extinguishment of Rights: 23 and 32

all in the Borough of Castle Point.

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight trains with a line speed of up to 75mph. It is protected by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of C4. Between March 2008 and March 2014 two near misses and one instance of misuse were recorded at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 103 pedestrian users were recorded, one of whom was an accompanied child and the remainder of whom were adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights of way would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would require users of FP31 heading north via FP12 towards Brickyard Farm level crossing being diverted west along FP31 and the footway on the B1014 Ferry Road to an existing bridge under the railway line, approximately 360m west of the level crossing. On the north side of the railway users would then be diverted east via a new asphalt footway 1.5m wide. Once the footpath is past the car park (readjustment of car parking spaces would be required within Network Rail/C2C land at the south end of the car park) it expands to 2m width and becomes unsurfaced (within Network Rail land) for a further 110m before connecting to FP12. FP12 on the south side of the railway would be extinguished (approx. 25m). Level crossing infrastructure would be removed and 1.8m high chain link fencing will be installed to prevent trespass on the railway. The diversion route would add an additional 760m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 2, 5 and 6.

Specific considerations

The maintenance of sighting of approaching trains at this level crossing requires ongoing management of vegetation outside Network Rail's control. The crossing has previously on occasion been closed because sighting has been insufficient.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/16 (Paul Gyton); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/172 (Anthony Bebbington on behalf of the Environment Agency); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

OBJ/16 objects that other safety measures should be deployed at the crossing rather than close the crossing. OBJ/176 raises a number of issues related to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is covered in the in principle objections to the order section in this Statement of Case. Both objections suggest that the existing crossing is safe. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case, and draws attention to the issues with vegetation control which have led to this crossing having to be closed in the past.

OBJ/148, the Ramblers, object on the basis of amenity as result of the closure and alternative route. Network Rail considers that the proposed route is suitable and convenient.

The Environment Agency (OBJ/172) objects as a landowner as it needs further information on the works to assess the impact of its statutory functions and other concerns. Network Rail will liaise with the Environment Agency to provide the information it requires.

OBJ/195 objects to the length, amenity and safety of the proposed diversion. Network Rail considers that the proposed route is suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any potential highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

Representations

REP/1 (Julian Fautley) recognised the benefits of the closure of this crossing on safety grounds and made representations as to the route of the new right of way.

E32 – Woodgrange Close

Location

This footpath crossing is located in Southend-on-Sea Borough and has the postcode SS1 3EA. It is on the Fenchurch Street to Shoeburyness railway line (FSS3) 37 miles 13 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 67 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 11 and 12
- (b) Powers Limited to Rights: 01, 02, 04 and 05
- (c) Powers Limited to Extinguishment of Rights: 08

all in Southend-on-Sea Borough

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and they must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C4. On 9 January 2017 a person placed themselves in the path of a train and was struck and killed at the crossing. On 23 October 2013 a person was struck by a train and killed at the crossing. Between August 2007 and February 2017 four near misses and nine further instances of misuse were reported at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 266 pedestrian users were recorded, of whom one was elderly, one was an accompanied child, 28 were unaccompanied children, one was carried in a pushchair and the remainder were adults. 53 bicycles were recorded as being walked over the crossing, and 5 bicycles were ridden over the crossing. Usage by unaccompanied children would be expected as there are 2 schools nearby.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and FP189 would be extinguished.

Users heading south would be diverted west along the footway on the A13 to Lifstan Way towards an existing bridge under the railway. Users would then continue south along the existing footway on Lifstan Way and would either join FP192 to Butteryys or continue south before heading north east on Woodrange Drive. Level crossing infrastructure would be removed and palisade fencing 2.0m high will be installed to prevent trespass on the railway. Network Rail vehicular access gate to be provided on the North side. The diversion route would add a maximum 920m to the route.

Land permanently affected by the proposals

No parcels of land are permanently affected by the proposed diversion and associated works.

Relevant objections

There have been 9 objections to the proposed closure of this level crossing. These objections are: OBJ/71 (Mr and Mrs Conk); OBJ/98 (Mr and Mrs Boxall); OBJ/104 (J D Stansfield); OBJ/109 (Steve Mulvey); OBJ/140 (Peter Tremayne on behalf of Southend-on-Sea Borough Council); OBJ/143 (Christopher Gasper); OBJ/166 (Leslie Harrod); OBJ/167 (Dan Ager); and OBJ/176 (David Atkins)

Nature of the objections

Eight objections (OBJ/71, OBJ/98, OBJ/104, OBJ/140, OBJ/143, OBJ/166, OBJ/167, OBJ/109) relate to a loss of amenity resulting from the closure of the crossing and the alternative route provided. Network Rail considers that the proposed alternative route is required, suitable and convenient.

OBJ/104, OBJ/109, OBJ/140, OBJ/143, OBJ/166 and OBJ/176 also raise concerns about the need for the closure. Network Rail addresses the case for closure in this Statement of Case.

E33 – Motorbike

Location

This footpath crossing is located in Basildon District and has the postcode SS16 4XJ. It is on the Grays to Pitsea railway line (TLL) 32 miles 13 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 63 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01, 03, 06, 07, 09, 10, 11, 12, 13, 16, 17, 18, 21A, 22 and 25
- (b) Powers Limited to Rights: 08, 14, 15, 19 and 21
- (c) Powers Limited to Extinguishment of Rights: 04

all in Basildon District

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of C4. Near misses were reported at the crossing on 1 July 2012 and 22 March 2013.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 77 pedestrian users were reported at the crossing of whom two were accompanied children and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users, south of the railway, being diverted east via a newly created 2m wide unsurfaced footpath outside of Network Rail land before heading southeast making use of an existing footbridge to cross over a ditch and onto a new 2m wide wooden boardwalk footpath. This would lead on to a newly created 2m wide unsurfaced footpath, outside of Network Rail land, before connecting to a new footway crossing point of the existing highway Pitsea Hall Road. Users would continue north on the existing footway to Pitsea Hall Road CCTV level crossing (ALCRM score H5) where they will cross the railway. Users would then head west along FP136 on the north of the railway via a new pedestrian crossing point along Pitsea Hall Road. A 50m length of the existing footpath approaching the level crossing would be extinguished to prevent the creation of a cul-de-sac. The new footpath on the south side of the railway would have 1.3m high wooden post and three rail fencing on the north side of the footpath, and 1.275m high strained wire fence fencing on the south side of the footpath. 1.8m high chain link fencing would be installed at the end of the new footpath where it connects onto the highway. Level crossing infrastructure would be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass onto the railway.

The diversion route would add a maximum 1.0km to the route, although it will provide a new links from Pitsea Station to the nature reserve south of the railway.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 03, 16, 17 and 22.

Relevant objections

There have been 10 objections to the proposed closure of this level crossing. These objections are: OBJ/16 (Paul Gyton); OBJ/100 (D Cornwell); OBJ/107 (Neil Hughes); OBJ/118 (Sylvia Brown); OBJ/120 (Andrew Brown); OBJ/129 (John Gandy on behalf of Iain Liddel and Cromwell Manor Functions); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/153 (Graham Glombek); OBJ/156 (BNP Paribas on behalf of the Royal Mail Group); and OBJ/176 (David Atkins)

Nature of the objections

OBJ/16 objects that other safety measures should be deployed at the crossing rather than close the crossing. OBJ/176 raises a number of issues related to multiple crossings, including this crossing. The nature of this objection and Network Rail's response is covered in the in principle objections to the order section in this Statement of Case. OBJ/16, OBJ/100, OBJ/107, and OBJ/176 suggest that the existing crossing is safe. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case, and would highlight the near-misses which have previously been recorded at this crossing.

Four objections (OBJ/100, OBJ/107, OBJ/118, OBJ/120 and OBJ/153) relate to the loss of a convenient access to the Vange Marsh Nature Reserve. The Ramblers, OBJ/148, object to the closure of this crossing on the grounds of a loss of amenity to users. Network Rail considers that the proposed alternative route is suitable and convenient and reflects the surface type of those existing routes with the RSPB site. The level crossing at Pitsea Mount is a signal controlled half barrier level crossing which is full paved and therefore offers a safer and more accessible crossing. The use of Pitsea Mount level crossing also gives the public the option of continuing along the road onto Wat Tyler Way, which provides an even access route towards the RSPB Nature Reserve.

OBJ/129 is concerned with the impact of the diversion route on its land and business. Network Rail considers that the alternative is required, suitable and convenient, but will continue to engage with the landowner to discuss how their concerns can be addressed or mitigated.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E35 – Cranes No 1

Location

This footpath crossing is located in Cressing Parish and has the postcode CM77 8NU. It is on the Braintree branch railway line (BRA) 42 miles 58 chains from Bishop's Stortford.

Where it can be found on deposited plans

It is shown on Sheet 26 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 05, 06, 06A, 07, 08, 09, 11, 12, 13, 14, 14A, 15, 16

(b) Powers Limited to Extinguishment of Rights: 01

all in Parish of Cressing

Nature of level crossing

The level crossing has stiles in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of C7.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 16 adult pedestrian users were recorded.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP14 heading east towards the level crossing being diverted east along a newly created 2m wide unsurfaced footpath, before crossing the railway via an existing 10m long underpass (min width 1.1m, min height 1.75m). On the eastern side of the underpass, users would continue east via a new 2m wide unsurfaced footpath to rejoin FP14. Approximately 30m of FP14, on approach to the level crossing on both sides of the railway, would be extinguished to prevent the creation of a cul-de-sac. Level crossing infrastructure would be removed and 1.35m stock proof stained wire fencing would be installed to prevent trespass onto the railway.

The diversion route would add an additional 110m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 6, 6A, 7 and 8.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/168 (Richard Simpson); and OBJ/176 (David Atkins).

Nature of the objections

The Ramblers, OBJ/148, object on the basis that the alternative route through the underpass is inadequate. OBJ/168 also objects on these grounds. Network Rail considers that the proposed route is suitable and convenient.

OBJ168 and OBJ/176 also object to the closure of level crossings which they view as safe. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

E36 – Cranes No 2

Location

This footpath crossing is located in White Notley Parish and has the postcode CM8 1RN. It is on the Braintree branch railway line (BRA), 43 miles 19 chains from Bishop's Stortford.

Where it can be found on deposited plans

It is shown on Sheet 27 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 19;

all in the Parish of Cressing

(a) Powers Limited to Temporary Use of Land: 03, 04 and 05A

(b) Powers Limited to Rights: 05

(c) Powers Limited to Extinguishment of Rights: 01;

all in Parish of White Notley

Nature of level crossing

The level crossing has stiles in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of C7. There were two instances of misuse recorded at the crossing, one in May 2015 and one in June 2015.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 3 were recorded using the crossing, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP8 being diverted southeast via FP21 to an underbridge. Users would then continue northeast along existing FP10 and join either FP12 or FP28 in order to connect to FP11. On the east side of the railway, FP11 would be extinguished (approximately 230m in length) on approach to the level crossing to prevent the creation of a cul-de-sac. West of the railway, FP8 would be extinguished (approximately 400m in length) on approach to the level crossing to prevent the creation of a cul-de-sac. Level crossing infrastructure would be removed and 1.35m stock proof strained wire fencing would be installed to prevent trespass onto the railway.

The diversion would add an additional 640m to the route.

Land permanently affected by the proposals

No parcels of land are permanently affected by the proposed diversion and associated works.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/131 (Anna Tame on behalf of Cressing Parish Council); OBJ/136 (D Cobden); OBJ/148 (Ramblers); OBJ/168 (Richard Simpson); and OBJ/176 (David Atkins)

Nature of the objections

OBJ/131 OBJ/136, OBJ168 and OBJ/176 object to the closure of the level crossings which they view as safe. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case. OBJ/131 and OBJ/136 also object to a loss of amenity and the Ramblers make a conditional objection to seek the creation of a new field edge footpath. Network Rail considers that the alternative route provided is suitable and convenient. Network Rail does not consider that the creation of a new field edge footpath is required to provide a suitable diversion for the PRow affected by the closure of the level crossing.

E37 – Essex Way

Location

This footpath crossing is located in White Notley Parish and has the postcode CM77 8PD. It is on the Braintree branch railway line (BRA) 41 miles and 21 chains from Bishop's Stortford.

Where it can be found on deposited plans

It is shown on Sheet 28 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 24;

all in the Parish of Cressing

(a) Powers Limited to Temporary Use of Land: 13, 14, 14A, 20, 21, 21B, 21C, 22 and 22A

(b) Powers Limited to Extinguishment of Rights: 19;

all in Parish of White Notley

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and they must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of C8. In May 2006 there was an instance of misuse recorded at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 42 pedestrian users were recorded, of whom four were elderly.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished. Note that, despite the level crossing's name, the footpath affected is not the named Essex Way footpath.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP13 on the west side of the railway being diverted east along a proposed 2m wide unsurfaced footpath to cross the railway via an existing underpass to the southwest of Essex Way level crossing. Users would continue north via a proposed footpath within field margins to connect to FP37. West of the railway FP13 would be extinguished (approximately 150m in length) on approach to the level crossing to prevent creation of a cul-de-sac. Similarly, east of the railway FP37 would be extinguished (approximately 375m in length) on approach to the level crossing to prevent the creation of a cul-de-sac. Level crossing infrastructure would be removed and 1.35m stock proof stained wire fencing would be installed to prevent trespass onto the railway.

The diversion route would add an additional 600m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 13, 14, 14A, 22 and 22A in the Parish of White Notley.

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/53 (S Philpot on behalf of S J R Farming Ltd); OBJ/136 (D Cobden); OBJ/148 (Ramblers); OBJ/168 (Richard Simpson); and OBJ/176 (David Atkins)

Nature of the objections

OBJ/53 objects to alternative route impacting on farming. Network Rail considers the alternative route to be required, suitable and convenient, but will continue to engage with the affected landowner regarding his concerns.

OBJ/136, OBJ/148, OBJ/168 and OBJ/176 object to the closure of level crossings which they view as safe. Network Rail addresses safety concerns justifying the closure of level crossings in the level crossing safety section of this Statement of Case. OBJ/136 also objects to a loss of amenity. Network Rail considers that the alternative route provided is suitable and convenient.

The Ramblers object on the basis of flooding risk of the underpass on the alternative route. Network Rail will continue discussions with the Environment Agency and Highway Authority to review flood information as detailed design of the proposed diversion is progressed.

E38 – Battlesbridge

Location

This footpath crossing is located in Rettendon Parish and has the postcode SS11 7RL. It is on the Wickford to Southminster branch railway line (WIS) 31 miles 20 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 65 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 04A
- (b) Powers Limited to Temporary Use of Land: 03, 04, 05, 05A, 10, 10A, 12, 12A, 13, 14, 15, 15A, 16, 17, 18, 20, 21 and 22
- (c) Powers Limited to Rights: 02, 06, 07 and 08
- (d) Powers Limited to Extinguishment of Rights: 19

all in the Parish of Rettendon

Nature of level crossing

The level crossing has kissing gates in the railway boundary fence (FPK). The railway is on an embankment and steps up to rail level are provided. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 60mph.

The level crossing has an ALCRM score of D8. Between February 2009 and July 2016 there were three recorded instances of misuse at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. No users were recorded.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP23, north of the railway, being diverted north via a new 2m wide unsurfaced footpath outside of Network Rail land situated on a wide grass verge on the A1245 to cross the railway. On each side of the railway, a set of 2m wide wooden steps would be provided up the road embankment and gaps with appropriate overlaps would be created in the existing vehicle crash barriers on the A1245. Users would connect to FP23 via a new 2m wide unsurfaced footpath outside of Network Rail land on the south side of the railway. Immediately south of the level crossing a 40m section of FP23 would be extinguished. Level crossing infrastructure would be removed and 1.8m high chain link fencing installed to prevent trespass onto the railway on both sides and a Network Rail pedestrian access gate will be provided on the south side of the railway.

The diversion route would add approximately 100m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 10, 15A and 16

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. These objections are: OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/151 (National Grid); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council).

Nature of the objections

The Ramblers (OBJ/148) express concerns about a loss of amenity and the adequacy and safety of the alternative route. OBJ/195 objects to the length, amenity and safety of the proposed diversion. OBJ/176 objects on the grounds that existing crossings are no less safe than proposed alternatives. The safety justifications for the closure of this crossing are addressed elsewhere in this Statement of Case. Network Rail considers the diversion to be required, suitable and convenient and has undertaken an objective assessment (via a road safety audit) which demonstrates that it is not unsafe to divert users of the crossing as proposed. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

OBJ/151 is a holding objection from National Grid pending further detail on how the proposals may affect its assets and statutory undertaking. Network Rail will liaise with National Grid to discuss its concerns.

E41 – Paget

Location

This footpath crossing is located in Wivenhoe Parish and has the postcode CO7 9DT. It is on the Colchester to Clacton railway line (COC) 56 miles 27 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 45 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 24, 25, 26, 28, 30, 32, 33, 34, 35, 40, 42 and 43

(b) Powers Limited to Extinguishment of Rights: 39

all in the Parish of Wivenhoe

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and they must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 50mph (although speeds of down trains are restricted). Whistle boards are provided to warn of approaching trains. These are only effective between 0600–2359 owing to the NTQP. SAWD (Covtec) is also present at this crossing, which sounds a horn as a train approaches 24 hours a day, but is not 100% reliable.

The level crossing has an ALCRM score of C4. Between April 2009 and September 2013 there were three recorded instances of misuse at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 1182 pedestrian users were recorded, of whom 60 were accompanied children, six were unaccompanied children, 17 were elderly and one was impaired. The remainder were unimpaired adults. Four bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights (unrecorded) would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of the level crossing, on the south side of the railway, being diverted along Paget Road mainly using the carriageway, and then along Anglesea Road (a privately maintained public road) using the carriageway heading north, before crossing the railway via an existing road bridge. Users would continue north along Anglesea Road to connect to Queen's Road. Footways are available on Queen's Road although a handrail would be provided due to the steepness of the gradient (around 1:7) and a paved area would be reprofiled to provide a flatter rest area with a bench. The current level crossing access on the south side of the railway would be removed. On the north side of the railway a new 1.5m wide stoned surface footpath link within Network Rail land would be created west from the level crossing to Phillip Road. This new footpath in Network Rail land would require a footbridge less than 5m long to cross an existing watercourse and the footpath would be fenced off with 2.0m high steel palisade fencing. Users would continue west to High Street and then use the existing road bridge to cross the railway. Widening of some of the existing footway on High Street bridge is proposed. Level crossing infrastructure would be removed and 2.0m high steel palisade fencing installed to the north, and 1.8m high chain link fencing installed to the south of the level crossing, to prevent trespass onto the railway. New wayfinding signage would be provided.

The diversion via Anglesea Road would add a maximum 330m to the route. The diversion via Philip Road, avoiding the Queen's Road gradient, would add a maximum 488m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 28, 30, 32, 35 and 39.

Specific considerations

A Temporary Speed Restriction is in place at this level crossing owing to insufficient sighting and the inability to locate whistle boards at the optimum location.

Relevant objections

There have been 74 objections to the proposed closure of this level crossing. These objections are: OBJ/2 (Janita Le Fevre); OBJ/17 (M Hanlon); OBJ/24 (J Matthews); OBJ/25 (Jane Black); OBJ/26 (L Taylor-Jones); OBJ/27 (D Williamson); OBJ/28 (H Currie); OBJ/29 (A Stinson on behalf of Wivenhoe Town Council); OBJ/31 (P Marsden); OBJ/32 (J Evans); OBJ/33 (S Bayley); OBJ/35 (K Murray); OBJ/36 (M Bernstein); OBJ/37 (P Allerton); OBJ/38 (H Brogan); OBJ/39 (Cllr Young); OBJ/40 (G Brooke); OBJ/41 (S Cooper); OBJ/43 (C Robinson); OBJ/45 (R Matthews); OBJ/46 (P Hill); OBJ/47 (P Hill); OBJ/48 (C McKissock on behalf of the Wivenhoe Society); OBJ/49 (R Needham); OBJ/50 (A Fiore); OBJ/51 (G McKissock); OBJ/56 (M Halladay); OBJ/58 (C Thomas); OBJ/59 (C Liddy); OBJ/60 (C Gibson); OBJ/61 (R Smith); OBJ/62 (R Polom); OBJ/63 (H Polom); OBJ/67 (J Hughes); OBJ/68 (M Deal); OBJ/72 (M Footring); OBJ/73 (N Tile); OBJ/75 (P Cosgrove); OBJ/76 (S Minta); OBJ/77 (K Savory); OBJ/78 (Clara Dekker); OBJ/79 (Susan Kerr); OBJ/80 (Ann Clarke); OBJ/82 (S Grozier-Green); OBJ/88 (Lewis Footring); OBJ/89 (Sandra Welham); OBJ/90 (Peter Cook); OBJ/92 (R W Willis); OBJ/93 (Mrs M Greenland); OBJ/95 (Peter Kay); OBJ/96 (Mrs J Poyser); OBJ/97 (A Diaz de Leon); OBJ/106 (Bob Button on behalf of Wivern Stores); OBJ/110 (Daphne Lawrence); OBJ/111 (C Kane); OBJ/112 (T B Griggs); OBJ/114 (Sally Breen); OBJ/116 (Christina Volkmann); OBJ/121 (Lesley Croxford); OBJ/122 (Jean McCarthy); OBJ/135 (Jeanette Pasrons); OBJ/141 (Jane Thompson on behalf of Colchester Borough Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/149 (Dr L Bartholomew); OBJ/152 (Sue Glasspool); OBJ/154 (Christian De Cock); OBJ/156 (BNP Paribas on behalf of the Royal Mail Group); OBJ/160 (Sheila Foster); OBJ/161 (Dan Stoker); OBJ/163 (Dr Ben Gray); OBJ/174 (Dominic Munro); OBJ/176 (David Atkins); OBJ/179 (Lyndall Rosewarne); OBJ/183 (Peter Bather); and OBJ/187 (Bernard Jenkin MP on behalf of Wivenhoe Town Council).

Nature of the objections

The majority of objections in relation to the closure of this crossing relate to the need to close the crossing which is considered safe. Network Rail addresses the need to close the crossing and safety issues at level crossings in this Statement of Case, and would highlight the Temporary Speed Restriction which has had to be put in place, as well as recorded incidents of misuse.

A number of objections also raised concerns about a loss of amenity and the safety of the alternative route. The Ramblers, OBJ/148, object on similar grounds. Network Rail considers that the proposed route is suitable and convenient, and notes that the new footpath link on Network Rail land to Phillip Road will provide new connectivity. The Road Safety Audit identified some potential pedestrian safety issues on High Street bridge. Measures to address those issues have been included in Network Rail's proposals. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

A number of objections also questioned the adequacy of consultation. Network Rail's consultation is described elsewhere in this Statement of Case. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E42 – Sand Pit

Location

This footpath crossing is located in Elmstead Parish and has the postcode CO7 8AJ. It is on the Colchester to Clacton railway line (COC) 57 miles 20 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 46, 47 and 48 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 04, 05, 06, 07, 08, 09, 10, 14, 15 and 17

(b) Powers Limited to Extinguishment of Rights: 16;

all in the Parish of Elmstead

(a) Powers Limited to Temporary Use of Land: 49, 50, 51, 52 and 54;

all in the Parish of Wivenhoe

(a) Powers Limited to Extinguishment of Rights: 04

all in the Parish of Alresford

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 73 pedestrian users were recorded, of whom two were accompanied children, two were unaccompanied children, one was elderly, one was impaired and the remainder were unimpaired adults. Two bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP17 being diverted west along Wivenhoe Road using existing footways, verges and carriageway and then north via a new 2m wide unsurfaced footpath outside of Network Rail land within field margin. They would then connect to FP15 east or continue north onto Alresford Road and cross the railway via an existing bridge. Users would continue east along a new 2m wide unsurfaced footpath along an existing track outside of Network Rail land to connect to FP16. North of the level crossing, approximately 150m of FP16 would be extinguished. South of the level crossing, FP7 up to Wivenhoe Road would be extinguished. A proposed Traffic Regulation Order restricting speeds to 40mph would be implemented along Wivenhoe Road between Wivenhoe and Alresford. Level crossing infrastructure would be removed and 1.8m high chain link fencing would be installed on both sides of the crossing to prevent trespass onto the railway.

The diversion route will add 480m to the route from/to the intersection of FP7 and Wivenhoe Road from/to FP16.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are:

- a) Parish of Elmstead: 7, 8, 9, 10 and 17
- b) Parish of Wivenhoe: 52 and 54

Relevant objections

There have been 38 objections to the proposed closure of this level crossing. These objections are: OBJ/17 (M Hanlon); OBJ/25 (Jane Black); OBJ/26 (L Taylor-Jones); OBJ/29 (A Stinson on behalf of Wivenhoe Town Council); OBJ/31 (P Marsden); OBJ/32 (J Evans); OBJ/33 (S Bayley); OBJ/36 (M Bernstein); OBJ/37 (P Allerton); OBJ/38 (H Brogan); OBJ/40 (G Brooke); OBJ/41 (S Cooper); OBJ/43 (C Robinson); OBJ/46 (P Hill); OBJ/47 (P Hill); OBJ/56 (M Halladay); OBJ/58 (C Thomas); OBJ/59 (C Liddy); OBJ/60 (Sheila Foster); OBJ/61 (R Smith); OBJ/62 (R Polom); OBJ/63 (H Polom); OBJ/67 (J Hughes); OBJ/76 (S Minta); OBJ/79 (Susan Kerr); OBJ/80 (Ann Clarke); OBJ/92 (R W Willis); OBJ/95 (Peter Kay); OBJ/114 (Sally Breen); OBJ/117 (Chris Fox on behalf of Cockaynes Wood Trust); OBJ/141 (Jane Thompson on behalf of Colchester Borough Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/149 (Dr L Bartholomew); OBJ/156 (BNP Paribas on behalf of Royal Mail Group); OBJ/160 (Sheila Foster); OBJ/176 (David Atkins); OBJ/189 (Stanfords on behalf of SLA Property Co); OBJ/190 (Stanfords on behalf of Maragota Properties); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

The majority of objections in relation to the closure of this crossing relate to the need to close the crossing as it is considered safe by the objectors. OBJ/36 and OBJ/40 added that the scheme is a waste of money. Network Rail addresses the need to close the crossing and safety issues at level crossings elsewhere in this Statement of Case. A number of objections also raised concerns about a loss of amenity and the safety of the alternative route. The Ramblers, OBJ/148, object on similar grounds. Network Rail considers that the proposed route is suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority. A number of objections also questioned the adequacy of consultation. Network Rail's consultation is described elsewhere in this Statement of Case. Consultation took account of feedback and complied with the legislative requirements of the 2006 Rules. OBJ/117 also questions the use of the TWAO procedure for the purposes of closing the level crossing. The use of the procedure for these purposes is dealt with elsewhere in this Statement of Case. OBJ/189 and OBJ/190 object to the alternative route of the footpath being created over their land. Network Rail considers that the proposed alternative route is required, suitable and convenient.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E43 – High Elm

Location

This footpath crossing is located in Alresford Parish and has the postcode CO7 8AD. It is on the Colchester to Clacton railway line (COC) 58 miles 32 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 49 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 05, 07, 08, 09, 10, 12 and 14
- (b) Powers Limited to Rights: 13
- (c) Powers Limited to Extinguishment of Rights: 11

all in the Parish of Alresford

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C7. On 16 September 2016 there was a near miss reported at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 22 users were recorded at the crossing, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of existing FP4, south of the railway, being diverted west along an existing footway along the B1027 heading north. Users would then follow this footway where a new pedestrian crossing point would be installed to enable users to utilise the existing footway on the west side of the B1027. Users would continue north to cross the railway via the existing road bridge and footway. Another new crossing point would be provided to enable users to continue east via FP5. South of the level crossing FP4 would be extinguished to prevent the creation of a cul-de-sac. North of the level crossing approximately 65m of FP4 would be extinguished adjacent to the railway. However, access to the woodland would remain from the north. Level crossing infrastructure would be removed and 1.8m high chain link fencing installed to prevent trespass onto the railway. New wayfinding signage would be provided.

The diversion route would add approximately 230m to the route between the FP5 and the eastern end of Wivenhoe Road.

Land permanently affected by the proposals

None

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/17 (M Hanlon); OBJ/99 (Terry and Nina Murton); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council).

Nature of the objections

OBJ/99, the freeholder of land parcel 9, objects to the lack of clarity in the land required for works and is concerned with vegetation removal which acts as privacy screen and muffler from passing trains. Network Rail will provide further information on the works to be carried out and will continue to engage with affected landowner to address concerns.

OBJ/176 objects to the principle of transferring the low risk of an accident on the crossing to a higher risk on the public highway. OBJ/17 objects to the safety justification for the closure of the crossing. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail will continue to engage with the relevant stakeholders to address safety issues relating to proposed diversionary routes.

OBJ/195 objects to the length, amenity and safety of the proposed diversion. The Ramblers, OBJ/148, also object to a loss of amenity. Network Rail considers that the proposed route is suitable and convenient. In particular, it is not significantly longer than the existing route. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority, and that it will continue to discuss appropriate commuted sums to be paid to the highway authority to reflect increased maintenance liabilities arising from new or diverted PRow.

E45 – Great Bentley Station

Location

This footpath crossing is located in Great Bentley Parish and has the postcode CO7 8LU. It is on the Colchester to Clacton railway line (CO) 60 miles 62 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 50 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 04, 11, 13, 14, 15, 27, 31 and 32
- (b) Powers Limited to Rights: 06
- (c) Powers Limited to Extinguishment of Rights: 26 and 29

all in the Parish of Great Bentley

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 35 pedestrian users were recorded, all of whom were adults. Two bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve FP8 being diverted west via a new 2m wide unsurfaced footpath in the field edge around allotments, south of Plough Road Business Centre. Public access rights would be required to allow the footpath to run through the Business Park. The footpath would connect users to an existing footway along Plough Road where users would be directed north over Great Bentley (CCTV) level crossing (ALCRM score H4) or the adjacent stepped footbridge. Having crossed the level crossing users would utilise existing footway or verges along Plough Road and Station Road. North of the level crossing FP8 would be extinguished up to Birch Avenue to prevent the creation of a cul-de-sac. South of the crossing approximately 135m of footpath 8 would be extinguished. Level crossing infrastructure would be removed and 1.8m high chain link fencing installed to prevent trespass onto the railway.

The diversion would add an additional 210m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 4, 13, 14 and 15

Specific considerations

Development of housing has consent to the south of the railway. Under the planning permission, there is a limit on the number of units that can be built before the level crossing is closed.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/70 (K Plummer on behalf of Great Bentley Parish Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); and OBJ/176 (David Atkins).

Nature of the objections

OBJ/70 objects to the closure based on a loss of amenity and connectivity. The Ramblers, OBJ/148, object on similar grounds. Network Rail considers that the alternative route provided is suitable and convenient.

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. OBJ/70 also questions the justification of safety for the closure of the crossing. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

E46 – Lords No 1

Location

This footpath crossing is located in Great Bentley Parish and has the postcode CO7 8NX. It is on the Colchester to Clacton railway line (COC) 61 miles 9 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 50 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 04, 11, 13, 14, 15, 27, 31 and 32
- (b) Powers Limited to Rights: 06
- (c) Powers Limited to Extinguishment of Rights: 26 and 29

all in the Parish of Great Bentley

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 23 pedestrian users were recorded, of whom 16 were unaccompanied children and the remainder were adults. One bicycle was recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP8 being diverted west via a new 2m wide unsurfaced footpath in the field edge around allotments, south of Plough Road Business Centre. Public access rights would be required to allow the footpath to run through the Business Park. This would connect users to an existing footway along Plough Road where users would be directed north over Great Bentley (CCTV) level crossing (ALCRM score H4) or the adjacent stepped footbridge. After crossing the level crossing, users would utilise existing footway or verges along Plough Road, Station Road, Birch Avenue and Pine Close. North of the level crossing FP12 would be extinguished to prevent the creation of a cul-de-sac. South of the crossing approximately 135m of FP12 would also be extinguished. Level crossing infrastructure would be removed and 1.8m high chain link fencing installed to prevent trespass onto the railway on the north side of the railway. On the south side 1.35m high post and wire fence would be installed to prevent trespass. The diversion would add an additional 1.4km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 4, 13, 14 and 15

Specific considerations

The development of housing in the Great Bentley area would be expected to drive increased usage, and hence increased risk, of this level crossing.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/70 (K Plummer on behalf of Great Bentley Parish Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); and OBJ/176 (David Atkins)

Nature of the objections

OBJ/70 objects to the closure based on a loss of amenity and connectivity. The Ramblers, OBJ/148, object on similar grounds. Network Rail considers that the alternative route provided is suitable and convenient.

OBJ/176 objects to the principle of transferring the low risk of an accident on the crossing to a higher risk on the public highway. OBJ/70 also questions the justification of safety for the closure of the crossing. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

E47 – Bluehouse

Location

This footpath crossing is located in Frinton and Walton Parish and has the postcode CO13 0EP. It is on the Thorpe-le-Soken to Walton-on-the-Naze railway line (TWN) 66 miles and 78 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 51 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01
- (b) Powers Limited to Extinguishment of Rights: 03

all in the Parish of Frinton and Walton

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of D8.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 11 pedestrian users were recorded, all of whom were adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users heading north along Pork Lane, south of the railway, being diverted north away from existing FP16 along the existing verge alongside Pork Lane where they would cross the railway via the existing Pork Lane AHB crossing (ALCRM score of F5). North of the railway, users would then be diverted east along a new 2m wide unsurfaced footpath outside of Network Rail land within field margin parallel to the railway, connecting users to FP16 that leads to Thorpe Road. South of the level crossing FP16 would be extinguished to prevent the creation of a cul-de-sac. Level crossing infrastructure would be removed and 1.8m high chain link fencing installed to prevent trespass onto the railway on the north side of the railway. On the south side 1.35m high post and wire stock proof fencing would be installed to prevent trespass. In addition, a 1.35m high stock proof strained wire fence with concrete posts would be provided between the proposed new footpath and adjacent field as an outside party requirement.

The diversion would add an additional 60m to the route.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works: 01.

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/101 (D and V Roberts) and OBJ/176 (David Atkins)

Nature of the objections

OBJ/101 object to the creation of a new right of way over their land and the effect this may have on their farming business. Network Rail's view is that the alternative route is required, suitable and convenient. Network Rail will continue to engage with the affected landowners to discuss their concerns, and consider how these could be mitigated.

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. OBJ/101 also objected on grounds of safety. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

E48 – Wheatsheaf

Location

This footpath crossing is located in Wrabness Parish and has the postcode CO11 2TQ. It is on the Manningtree to Harwich railway line (MAH) 64 miles 50 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 40 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01, 02, 03 and 04
- (b) Powers Limited to Extinguishment of Rights: 05

all in the Parish of Wrabness

Nature of level crossing

The level crossing has kissing gates in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 60mph.

The level crossing has an ALCRM score of D7.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 27 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve approximately 70m of FP19 north of Wheatsheaf level crossing being extinguished to prevent a cul-de-sac. On the north side of the railway, users would be diverted east in the opposite direction to FP19 along a new 2m wide unsurfaced footpath outside of Network Rail land in field margins before connecting to an existing footway along Church Road. This footway allows users to cross the railway at the existing Church Road bridge. Users would continue south of the bridge using the verge to continue along Station Road. FP19 south of Wheatsheaf level crossing would be extinguished. Level crossing infrastructure would be removed and 1.35m high post and wire stock proof fencing would be installed north of the crossing and 1.35m high post and wire fence fencing on the south side of the crossing to prevent trespass onto the railway.

The diversion would add an additional 730m to the route.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works: 04.

Relevant objections

There have been 9 objections to the proposed closure of this level crossing. These objections are: OBJ/85 (Robert Hutley); OBJ/101 (D and V Roberts); OBJ/125 (Andy and Gill Moffat); OBJ/127 (Richard Cooley on behalf of Wrabness Parish Council); OBJ/148 (Nicky Phlpott on behalf of the Ramblers); OBJ/158 (Robin Cole); OBJ/176 (David Atkins); OBJ/184 (Kate Kincaid); OBJ/191 (Helen Fulbeck) and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

OBJ/85 objects to the use of land for the alternative route, additionally raising concerns about security along the diverted route. OBJ/101 objects to the creation of a new right of way over their land and the effect this may have on their farming business. Network Rail requires that the proposed diversion is required, suitable and convenient and will continue to engage with affected landowners to see if it can address their concerns.

OBJ/85 also objected that notification was inadequate. Network Rail complied with the relevant legislative requirements of the 2006 Rules regarding notice of the proposals.

The remaining 8 objections all relate to a loss of amenity, the safety of the existing arrangements and the adequacy of the alternative route. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail considers that the proposed route is suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

E49 – Maria Street

Location

This footpath crossing is located in Harwich Parish and has the postcode CO12 3HU. It is on the Manningtree to Harwich railway line (MAH) 70 miles 47 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 41 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01 and 03

(b) Powers Limited to Extinguishment of Rights: 02

all in the Parish of Harwich

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 25 mph. Trains standing in the station are in view from the crossing.

The level crossing has an ALCRM score of C2. In March 2012 there was a near miss recorded at the crossing and in August 2016 there was an instance of misuse.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 2034 users were recorded, of whom 351 were accompanied children, 65 were unaccompanied children, 14 were elderly, 27 were impaired, three were in wheelchairs, 117 were in pushchairs or prams, two were on mobility scooters and the remainder were unimpaired adults. 39 bicycles were recorded as being ridden over the crossing and 62 walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users west of the railway being diverted south along an existing footway along Albert Street to Alexandra Road (CCTV) level crossing (ALCRM score of H5). Users east of the railway would be diverted south along an existing footway along Fernlea Road to Alexandra Road (CCTV) level crossing. Level crossing infrastructure would be removed and 2.0m high steel palisade fencing installed to prevent trespass onto the railway. Network Rail vehicular access gates would be provided on the west side.

The diversion would add an additional 500m to the route.

Land permanently affected by the proposals

None

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/156 (BNP Paribas on behalf of Royal Mail Group) and OBJ/176 (David Atkins)

Nature of the objections

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

E51 – Thornfield Wood

Location

This footpath crossing is located in Wakes Colne Parish and has the postcode CO6 2AU. It is on the Sudbury branch railway line (SUD) 50 miles 66 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 35 and 36 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 05 and 06;

(b) Powers Limited to Extinguishment of Rights: 03

all in the Parish of Mount Bures

(a) Powers Limited to Temporary Use of Land: 01, 03, 04, 05, 06, 08, 09, 09A, 13, 14 and 15

(b) Powers Limited to Extinguishment of Rights: 02 and 11

all in the Parish of Wakes Colne

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of D11.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 19 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

West of the crossing, approximately 30m of FP11 would be extinguished and users would be diverted north along a new 2m wide unsurfaced footpath in field margin, outside of Network Rail land, connecting to an existing road bridge to cross the railway. Having crossed the road bridge, users would continue south for approximately 440m along a newly created 2m wide unsurfaced footpath also in field margin outside of Network Rail land, where it connects to existing FP12 and FP13. Level crossing infrastructure would be removed and 1.35m high post and wire stock proof fencing would be installed to prevent trespass onto the railway. The existing footbridge over a ditch on the west side of the level crossing would be removed.

The diversion would add an additional 950m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are:

- a) Parish of Mount Bures: 1
- b) Parish of Wakes Colne: 3, 4, 5, 6, 9, 9A, 13, 14 and 15

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/65 (D Jacob on behalf of the Wakes Colne Parish Council); OBJ/86 (Stephen Tompson); OBJ/141 (Jane Thompson); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); OBJ/178 (Bruce Emerson); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

All 7 objections all relate to a loss of amenity, the safety of the existing arrangements and the adequacy of the alternative route. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail considers that the proposed route is suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

E52 – Golden Square

Location

This footpath crossing is located in Mount Bures Parish and has the postcode CO6 2AR. It is on the Sudbury branch railway line (SUD) 51 miles 27 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 35, 36 and 37 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 01, 02, 05, 06, 11, 12 and 13;

(b) Powers Limited to Extinguishment of Rights: 03

all in the Parish of Mount Bures

(a) Powers Limited to Temporary Use of Land: 01, 03, 04, 05, 06, 08, 09, 09A, 13, 14, 15, 16, 18 and 20

(b) Powers Limited to Extinguishment of Rights: 02 and 11

all in the Parish of Wakes Colne

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of D10.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. Three users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would comprise FP7 being extinguished west of the crossing to be replaced with a field edge footpath, connecting users to Chappel Road. East of the crossing FP21 would be extinguished to prevent a cul-de-sac. Users of existing FP8 on the west of the railway would connect to a new 2m wide unsurfaced footpath outside of Network Rail land in field margins which would run both north and south. Users would be able to cross the railway south of the crossing via an existing road bridge. Alternatively, users would head north along this new footpath and connect to existing FP12. Turning east, users would be able to cross using an existing road bridge. After the road bridge users would continue south along an existing carriageway alongside Fordham Road. Level crossing infrastructure would be removed and 1.35m high post and wire stock proof fencing installed to prevent trespass onto the railway.

The diversion would add a maximum 1.8km to the route for users travelling to or from the east end of FP7 on the western side of the railway.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are:

- a) Parish of Mount Bures: 1 and 11
- b) Parish of Wakes Colne: 3, 4, 5, 6, 9, 9A, 13, 14, 15, 18 and 20

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/10 (G J McCoyd); OBJ/12 (I Andrewartha); OBJ/86 (Stephen Thompson); OBJ/141 (Jane Thompson); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

All 7 objections all relate to a loss of amenity, the safety of the existing arrangements and the adequacy of the alternative route. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail considers that the proposed route is suitable and convenient and will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

E54 – Bures

Location

This footpath crossing is located in Bures Hamlet Parish and has the postcode CO8 5DF. It is on the Sudbury branch railway line (SUD) 53 miles 36 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 38 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 04;
- (b) Powers Limited to Extinguishment of Rights: 01

all in the Parish of Bures Hamlet

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 50mph.

The level crossing has an ALCRM score of D8. There was an instance of misuse reported at the crossing in October 2015.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 34 pedestrian users were recorded, of whom eight were unaccompanied children and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would comprise FP30 being extinguished on the west side of the crossing to prevent the creation of a cul-de-sac. Users on the west side of the crossing would be diverted north along an existing carriageway and footways along Colne Road before being diverted east to cross the railway using the existing underbridge on Station Hill. A new section of asphalt footway would be provided east of the bridge and a crossing point added. East of the railway, users would follow an existing footway south along The Paddocks, to connect to the existing FP30. Level crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. West of the crossing the existing fencing would be removed, and replaced with 1.8m high chain link fencing. On the east side of the crossing 1.8m high chain link fencing would be installed to prevent trespass onto the railway.

The diversion would add a maximum 360m to the route.

Land permanently affected by the proposals

None

Relevant objections

There have been 6 objections to the proposed closure of this level crossing. These objections are: OBJ/12 (I Andrewartha); OBJ/55 (T Butcher); OBJ/132 (Jenny Wright on behalf of Bures Hamlet Parish Council); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/156 (BNP Paribas on behalf of Royal Mail Group); and OBJ/176 (David Atkins)

Nature of the objections

Three objections (OBJ/55, OBJ/132 and OBJ/176) object that the alternative route is more dangerous than the current crossing. OBJ/12 and OBJ/55 object on the basis of a loss of amenity. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. Network Rail considers that the proposed route is suitable and convenient. The Ramblers (OBJ/148) also object to the adequacy of the proposed new route. Network Rail will continue to engage with the relevant stakeholders to mitigate any highways issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

E56 – Abbotts (Ardleigh)

Location

This footpath crossing is located in Ardleigh Parish and has the postcode CO7 7RS. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 56 miles 17 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 39 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 06, 09, 10, 11, 12, 14, 15, 17, 18 and 19
- (b) Powers Limited to Rights: 01
- (c) Powers Limited to Extinguishment of Rights: 13

all in the Parish of Ardleigh

Nature of level crossing

The level crossing had stiles in the railway boundary fence (FPS). The crossing has been temporarily closed for safety reasons since 2006. Sighting is insufficient so warning of approaching trains was provided by whistle boards, but these were removed following a noise abatement notice being served.

The level crossing was a passive level crossing where the user was instructed to stop, look and listen: beware of trains, and had to make their own decision whether it was safe to cross.

Ebigate equipment was installed at this level crossing in an attempt to allow it to reopen. This equipment would have been the sole means of indicating that a train was approaching. Unfortunately, Ebigate is not sufficiently reliable to be used in scenarios where alternative mitigation is not available.

The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 100mph. The level crossing has an ALCRM score of M13. This is the lowest possible risk score, reflecting the fact that the crossing is currently closed. As the crossing was closed to users before the ALCRM system was brought into use, it does not have a previous ALCRM score.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP42 being diverted west along FP 49, before heading north along the existing footway on Station Road to cross the railway over the existing Ardleigh level crossing (this is a full barrier CCTV controlled level crossing with ALCRM score of G4). Users would then use existing footway on Station Road and Church View north into Ardleigh. Users who would have approached Abbots level crossing along FP27 (north of the level crossing), would instead be diverted south on a newly created 2m wide unsurfaced footpath in field margins outside of Network Rail land. The existing route of FP27 would be extinguished. Users would then be diverted northeast along a newly created 2m wide unsurfaced footpath in field margins outside of Network Rail land before joining Little Bromley Road to cross the railway at the associated road bridge. Users would continue east along Little Bromley Lane. They would then head south utilising a new 2m wide unsurfaced footpath in field margins outside of Network Rail land, and that provides access to existing FP28 and existing FP42. The sections of FP28 and FP42 that lie to the west between the level crossing and this new footpath would be extinguished. Level crossing infrastructure at Abbots crossing would be removed and 1.35m high post and wire stock proof fencing would be installed to prevent trespass onto the railway. Due to the designation of the area as an Ancient Monument the wayfinding signs would be erected on existing features to remove the need for ground disturbance.

The diversion would add 760m to the route for users walking from the east end of FP49 and crossing the railway at Ardleigh level crossing. The diversion route would add 620m to the route for users walking from the west end of FP28 and crossing the railway at the road bridge.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 6, 11, 12 and 17

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. These objections are: OBJ/103 (Charles Loyd on behalf of P Harris & Co Trustees); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); and OBJ/195 (Andrew Cook on behalf of Essex County Council)

Nature of the objections

Peter Leslie Harris (OBJ/103) objects to the diversion route on his land due to large poplar trees that undergo natural felling process. He fears the safety of walkers and may be subject to liability. Network Rail will continue to engage with affected landowner to address the concerns raised.

OBJ/148 and OBJ/195 relate to the adequacy of the alternative route. Network Rail considers that the alternative route is suitable and convenient. OBJ/195 and OBJ/176 object that the alternative route is less safe than the existing route. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority. Network Rail would also highlight the issues with the crossing which had led to it being closed for over 10 years.

E57 – Wivenhoe Park

Location

This footpath crossing is located in Wivenhoe Parish has the postcode CO7 9HU. It is on the Colchester to Clacton railway line (COC) 54 miles and 63 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 42, 43 and 44 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Rights: 04, 12, 13, 20
- (b) Power limited to temporary possession: 05, 06, 07, 11, 22, 23
- (c) Powers limited to extinguishment of rights: 09

all in the Parish of Wivenhoe

- (a) Powers Limited to Rights: 01, 02, 03, 04, 06, 07, 08, 09, 10, 15, 19, 20
- (b) Power limited to temporary possession: 11, 13, 14

All in the Borough of Colchester.

Nature of level crossing

The level crossing is a UWCT. There is also an adjacent public footpath level crossing (FPS) which would not be affected by the Order. The railway at this crossing comprises two lines of rails and carries passenger trains with a line speed of up to 60mph.

The UWCT has an ALCRM score of B4 (the footpath has a score of C4). Between August 2013 and April 2016 there was one near miss and two recorded instances of misuse at the crossing.

Rights affected

Existing private rights of way would be extinguished and users would be diverted to Colne Causeway bridge to the north.

Existing public footpath rights would be retained.

Order proposals

The Order would confer powers to extinguish the private vehicular rights of way.

The proposed diversion would comprise the footpath level crossing being retained with cycle friendly gates being provided. To ensure the continuation of the stewardship scheme for land to the south west of the railway, instead of using road adjacent to FP4 and FP236 to approach Wivenhoe Park from the east, private vehicles would be diverted north and west on existing public highways for approximately 1.75km. The private vehicles would then cross the railway at the existing highway bridge on Eastern Approach. On the west of the railway, users would be diverted along an existing public road to the waterfront before joining FP130 for approximately 350m to the sluice. Users would use an existing ramp to come off the footway/flood bund into the local nature reserve, continuing north west to join Colne Causeway. Users would cross the railway using Colne Causeway. Private Level crossing infrastructure at Wivenhoe Park level crossing would be removed.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are 01, 02, 03, 04, 06, 07, 08, 09 and 10.

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/42 (M Easter on behalf of Sustrans); OBJ/63 (H Polom); OBJ/116 (Christina Volkmann); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/157 (Charles Gooch); OBJ/160 (Sheila Foster); and OBJ/177 (Birkett Long LLP on behalf of the University of Essex)

Nature of the objections

Three objections (OBJ/63, OBJ/116 and OBJ/177) relate to safety and particularly the transfer of pedestrians to the public highway. OBJ/63 also raises the accessibility of the alternative route. Network Rail would highlight that the public footpath rights over the adjacent FPS level crossing will be retained, and it will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

OBJ/42 is concerned about a loss of access and amenity due to the extinguishment of vehicular rights and the proposed alternative arrangements. OBJ/157 objects on similar grounds. OBJ/160 objects that the closure is unnecessary and causes inconvenience. OBJ/148 and OBJ/177 object that the closure of the private vehicular access will lead to conflict with pedestrians and cyclists on the alternative route. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case. In respect of what is proposed at this crossing, the removal of vehicular rights from the level crossing will facilitate the improvement of the adjacent stile to an accessible facility for pedestrians and cyclists, and will eliminate the risk of a collision with a motor vehicle which may derail a train.

OBJ/157 also objects to the acquisition of land, and OBJ/177 additionally objects to the use of their land for the provisions of the alternative right of way, expressing concerns about the potential impact of the proposed alternative right of way on proposals which might be brought forward for future development of its land. Network Rail believes that the alternative route is required, suitable and convenient, and that, having regard to the low level of vehicular use the level crossing currently receives, there should be a minimal impact on the land affected by the diversionary route. Network Rail will continue to engage with all stakeholders affected by the proposed closure of the crossing, and provision of the proposed diversion, to discuss their concerns and how those concerns could be addressed and/or mitigated.

H01 – Trinity Lane

Location

This vehicular level crossing is located in the Borough of Broxbourne and has the postcode EN8 7EP. It is on the Liverpool Street to Ely railway line (BGK) 13 miles 22 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 01 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Extinguishment of Rights: 01

all in the Borough of Broxbourne.

Nature of level crossing

The level crossing is a Manually Controlled Gate Hand Operated (MGH) crossing. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 85mph.

The level crossing has an ALCRM score of D6.

Rights affected

There are no existing private rights of way at this level crossing. The Order would grant private vehicular rights to authorised users, enabling continued vehicular access to the Broxbourne Borough Council allotments and Lee Valley Park.

The existing public road would be downgraded to public bridleway status. The level crossing would be manned for users unable to use the stepped footbridge to the south, and for those exercising private vehicular rights.

Order proposals

The Order would confer powers to downgrade the level crossing to a public bridleway level crossing with private vehicular rights granted to authorised users. Pedestrians would be able to make use of the existing stepped footbridge immediately adjacent to the crossing.

The Order would not divert users of the crossing, but would prevent the general public from taking motor vehicles across it, for which there is no onward route to the east.

Land permanently affected by the proposals

None

Specific considerations

There was previously a passive footpath level crossing with wicket gates adjacent to the vehicular crossing (ALCRM score B1). Following near misses, that footpath level crossing has now been replaced with a footbridge. Separate discussions are underway with the highway authority to regularise the way over the bridge as a public footpath.

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/6 (S Parker on behalf of the Kings Arms & Chestnut Angling Society); OBJ/7 (S Parker); OBJ/8 (Andrea Gilbey); OBJ/52 (R Littlechild); KBJ/81 (Lee Valley Regional Park Authority); OBJ/171 (Debra Stainton); and OBJ/185 (Nicky Dawn Terrell)

Nature of the objections

Six objectors object to a loss of amenity with some also raising the adequacy of the alternative route. A number of objectors also note that the alternative route is not appropriate for the disabled or others unable to use steps on the footbridge. Network Rail considers that the proposed route is suitable and convenient, as closure of the level crossing to public motor vehicles will not impact adversely on the current access arrangements across the railway for people with reduced mobility; the level crossing will remain as a manned facility.

OBJ/81, Lee Valley Park Authority, object to the closure of this crossing, on the basis that closure of the crossing, together with H01 and H03 to whose closure it does not specifically object, reduces accessibility to the park and affects its strategic interests. The present ability for landowners and their lawful invitees to cross the railway at this location with vehicles will not be affected by this Order. Network Rail will continue to engage with the Park Authority regarding its concerns.

H02 – Cadmore Lane

Location

This level crossing was located in the Borough of Broxbourne and had the postcode EN8 9SA. It was on the Liverpool Street to Ely railway line (BGK) 14 miles 32 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 02 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01B
- (b) Powers Limited to Extinguishment of Rights: 01A

all in the Borough of Broxbourne.

Nature of level crossing

The level crossing was a UWCT with an adjacent FPW level crossing with wicket gates in the railway boundary fence where the user was instructed to stop, look and listen: beware of trains, and had to make their own decision whether it was safe to cross. Both crossings are now physically closed and used only as an access point for railway operational purposes. A new ramped footbridge has recently been constructed adjacent to this crossing.

The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 85mph. Between July 2012 and October 2013 there was one near miss and one instance of misuse at the UWCT. On 21 November 2009 a person placed themselves in the path of a train and was struck and killed at the at the passive footpath crossing. Between November 2005 and April 2013 there were eight near misses and seven instances of misuse at the passive footpath crossing.

Both elements of the level crossing now have an ALCRM score of M13. Previously, the UWCT was C2 and the FPW was B1.

Rights affected

There are no private rights of way at this level crossing, a Deed of Release having been completed with the previous authorised user.

The existing public right of way would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and to extinguish all existing rights over the level crossing.

The proposed diversion would comprise all existing public & private rights over the level crossing being extinguished. On the west side of the railway line, users approaching Cadmore Lane level crossing would be diverted approximately 50m south to an existing footbridge, where they would cross the railway. They would then head north using this new footpath to join existing FP Cheshunt 009. Level crossing users coming from the east along FP Cheshunt 009 would be diverted south via the new footpath, cross the railway using the existing footbridge and then head north for approximately 50m via the new footpath to join Cadmore Lane.

Crossing infrastructure would be removed.

The proposal involves a negligible diversion, and users are currently crossing the railway via the footbridge only.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 01B.

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/6 (S Parker on behalf of the Kings Arms & Chestnut Angling Society) and OBJ/7 (S Parker)

Nature of the objections

OBJ/6 and OBJ/7 object to a loss of amenity due to the closure and the alternative route provided. Network Rail considers that the proposed route is suitable and convenient, and note that the proposed route has been in use since 2014.

H03 – Slipe Lane

Location

This level crossing is located in Broxbourne Borough and has the postcode EN10 6HN. It is on the Liverpool Street to Ely railway line (BGK) 15 miles 65 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 03 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Rights: 08
- (b) Powers Limited to Extinguishment of Rights: 07

all in the Borough of Broxbourne.

Nature of level crossing

The level crossing is a UWCT. It is currently out of use. It is adjacent to a footpath level crossing (FPW/FPK). The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 85mph.

The UWCT has an ALCRM score of M13. This is the lowest possible risk score, reflecting the fact that the crossing is currently out of use and locked closed. Between May 2009 and May 2014 there was one near miss and one instance of misuse reported at the crossing, although this is probably attributable to the adjacent public footpath level crossing (FPW/FPK).

Rights affected

Existing private rights of way would be extinguished.

The public footpath rights would remain.

Order proposals

The Order would confer powers to close the private level crossing to all users and to extinguish existing private vehicular rights.

The proposed diversion would comprise the retention of existing public footpath rights at the FPW/FPK. Motorised users would, instead of using Slipe Lane, be

diverted northwards along High Road to the existing Wharf Road level crossing, approximately 400m north of Slipe Lane level crossing. The route currently used to access Kings Weir Cottage would be formalised, thus providing private vehicular access from Wharf Road level crossing to the lakes east of Slipe Lane level crossing. Existing level crossing infrastructure for vehicle access would be removed. The existing gates on the east side of the railway would be removed and 1.8m high fencing provided to prevent trespass onto the railway. The existing gates on the west side would remain as an access point for Network Rail.

The diversion route for vehicles would add up to an additional 1.3km to the route. This route is currently in use, informally.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 8.

Specific considerations

A ramped footbridge is proposed at this location to enable the closure of the FPK. This does not form part of this project.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/6 (S Parker on behalf of the Kings Arms & Chestnut Angling Society); OBJ/7 (S Parker); and OBJ/81 (Nick Powell on behalf of Lee Valley Regional Park Authority).

Nature of the objections

OBJ/6 and OBJ/7 object to a loss of amenity with also raising the adequacy of the alternative route. Network Rail considers that the proposed route is suitable and convenient.

OBJ/81, Lee Valley Park Authority, object that the closure of this crossing, together with H01 and H03 to which it does not specifically object, reduces accessibility to the park and affects its strategic interests. An aspect of Network Rail managing the risk associated with the potential increase in users due to development is to direct users to a single crossing point over the railway. By diverting potential users of Slipe Lane from a passive to an active level crossing, the risk of a collision with a train can be reduced. Network Rail is satisfied that its proposed diversionary route is a convenient and suitable replacement for existing users, but will continue to engage with the Park Authority regarding its concerns.

H04 – Tednambury

Location

This footpath crossing is located in Sawbridgeworth Parish and has the postcode CM23 4BD. It is on the Liverpool Street to Ely railway line (BGK) 27 miles 69 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 08 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 01, 02, 07, 08, 09, 10, 13, 14, 15, 16, 23, 24, 24A, 24B and 25
- (b) Powers Limited to Rights: 04, 18 and 20
- (c) Powers Limited to Extinguishment of Rights: 12

all in the Parish of Sawbridgeworth.

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. SAWD (Covtec) equipment has recently been installed. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 80mph. Warning of an approaching train is provided by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of B5.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 24 pedestrian users were recorded, of whom one was an accompanied child, two were elderly and the remainder were adults. Two bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users west of the Tednambury level crossing being diverted south via a new 2m wide and approximately 150m long unsurfaced public footpath within Network Rail land, which crosses the railway via an existing private track. The new footpath would require the construction of a timber footbridge (<5m in length). The new footpath would continue east along a field margin for approximately 420m, before joining FP22. In respect of users east of the railway, FP Sawbridgeworth 003 approaching Tednambury level crossing, approximately 400m in length, would be extinguished. Users would instead head west using the new footpath to cross the railway using the new timber footbridge. Crossing infrastructure would be removed at Tednambury level crossing and 1.8m high chain link fencing would be provided on both sides of the level crossing to prevent trespass onto the railway. The fencing would extend between the crossing and the over bridge to the south on the west side of the railway.

The diversion would add an additional 170m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 10, 14, 16, 23, 24, 24A, 24B and 25.

Relevant objections

There have been 2 objections to the proposed closure of this level crossing: OBJ/128 (Guto Edwards on behalf of D G Edmonston Esq.) and OBJ/176 (David Atkins).

Nature of the objections

OBJ/128 objects to the use of their land for the creation of the new right of way. Network Rail considers that the proposed new right of way is required, suitable and convenient, but will continue to engage with the landowner to seek to address their concerns.

OBJ/176 objects to principle of transferring low risk of accident on crossing to higher risk on a public highway. Where Network Rail is seeking to divert pedestrians onto roads, and a potential safety issue has been identified, objective Road Safety Audits have been undertaken (**NR16**). Where appropriate, Network Rail is seeking powers to alter the layout of the roads concerned, carry out other street works and/or to regulate traffic. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

H05 – Pattens

Location

This footpath crossing is located in Thorley Parish has the postcode CM23 4AT. It is on the Liverpool Street to Ely railway line (BGK) 28 miles 52 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 09 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 32
- (b) Powers Limited to Temporary Use of Land: 03, 08, 09, 11, 13, 14, 15, 16, 17, 18A, 18B, 20, 22, 22A, 23, 24, 24A, 25, 27, 28, 29, 30, 31, 33 and 34
- (c) Powers Limited to Rights: 01, 02, 04, 06, 07, 10 and 18
- (d) Powers Limited to Extinguishment of Rights: 19, 21, 26

all in the Parish of Thorley

Nature of level crossing

The level crossing has stiles in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 80mph. Warning of approaching trains is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of C4.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 109 pedestrian users were recorded, of whom five were accompanied children, four were elderly, and the remainder were adults. Five bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at the level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users who are approaching Pattens level crossing from the west and along FP Thorley 010 being diverted north along a new 2m wide and approximately 300m in length unsurfaced public footpath, before it turns east. Users would then cross the railway via an existing underpass. New soffit boarding would be installed to create a suitable footpath route through the underpass beneath the railway. East of the railway at this underpass, the new footpath would continue north for approximately 150m before it heads south for approximately 410m through the local nature reserve to connect to FP Thorley 022. Existing crossing infrastructure would be removed and 1.8m high chain link fencing would be installed to prevent trespass onto the railway. A Network Rail pedestrian access gate would be provided on the west side.

The diversion route would add a maximum additional distance of 1km.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 8, 9, 11, 15, 16, 22A, 23, 24, 24A, 25, 32, 33 and 34

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/124 (Dave Webber on behalf of Bishop's Stortford & District Footpaths Association); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/162 (Whiskers LLP on behalf of Mr and Mrs Carpenter); OBJ/176 (David Atkins); and OBJ/192 (Rob Cann)

Nature of the objections

OBJ/124 and OBJ/148 object to the adequacy of the proposed alternative route. Network Rail considers that the proposed route is suitable and convenient.

OBJ/162 objects to the proposed alternative rights of way over their land. Network Rail will continue to engage with the landowner to see how their concerns may be addressed.

OBJ/176 and OBJ/192 object to principle of transferring risk of accident to the public highway. Where Network Rail is seeking to divert pedestrians onto roads, and a potential safety issue has been identified, objective Road Safety Audits have been undertaken (**NR16**). Where appropriate, Network Rail is seeking powers to alter the layout of the roads concerned, carry out other street works and/or to regulate traffic. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority. OBJ/192 also objects that consultation and notification were inadequate. Details of the consultation undertaken by are addressed earlier in this Statement of Case. Network Rail complied with the relevant legislative requirements of the 2006 Rules in relation to notice and consultation, and has taken into account the responses it received to the consultation in deciding to proceed with this application.

H06 – Gilston

Location

This footpath crossing is located in Thorley Parish has the postcode CM23 4AS. It is on the Liverpool Street to Ely railway line (BGK) 28 miles 79 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 09 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 32
- (b) Powers Limited to Temporary Use of Land: 03, 08, 09, 11, 13, 14, 15, 16, 17, 18A, 18B, 20, 22, 22A, 23, 24, 24A, 25, 27, 28, 29, 30, 31, 33 and 34
- (c) Powers Limited to Rights: 01, 02, 04, 06, 07, 10 and 18
- (d) Powers Limited to Extinguishment of Rights: 19, 21, 26

all in the Parish of Thorley

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 80mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has an ALCRM score of C4.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 51 pedestrian users were recorded, comprising 50 unimpaired adult users and impaired user.

Rights affected

There are no private rights of way at the level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion involves the section of existing FP Thorley 007 between Thorley Street and Gilston level crossing being extinguished. Users would be diverted south along Thorley Street for approximately 225m, and cross the railway using a new 2m wide unsurfaced footpath, making use of an existing underpass below the railway. New soffit boarding would be installed to create a suitable footpath route through the underpass beneath the railway. Having gone through the underpass, users would then continue north along a 250m stretch of new footpath, to join FP Thorley 007. Existing crossing infrastructure would be removed and 1.8m high chain link fencing would be installed to prevent trespass onto the railway.

The diversion would add an additional distance of 820m to the route. However, for walkers wishing to head north to the footbridge over the River Stort, there is a stepped footbridge carrying FP005 across the railway. Diversion along London Road and then FP005 adds around 40m to a journey.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 8, 9, 11, 15, 16, 22A, 23, 24, 24A, 25, 32, 33 and 34

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/162 (Whiskers LLP on behalf of Mr and Mrs Carpenter) and OBJ/176 (David Atkins).

Nature of the objections

OBJ/162 objects to the proposed alternative rights of way over their land. Network Rail believes that the alternative route is required, suitable and convenient, but will continue to engage with the landowners regarding their concerns.

OBJ/176 objects to principle of transferring risk of accident to the public highway. Where Network Rail is seeking to divert pedestrians onto roads, and a potential safety issue has been identified, objective Road Safety Audits have been undertaken (**NR16**). Where appropriate, Network Rail is seeking powers to alter the layout of the roads concerned, carry out other street works and/or to regulate traffic. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

H08 – Johnsons

Location

This (former) footpath crossing is located in Bishop's Stortford Parish and has the postcode CM23 2AH. It is on the Liverpool Street to Ely railway line (BGK) 31 miles 0 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 10 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Unrestricted powers to acquire land: 01
- (b) Powers Limited to Extinguishment of Rights: 02

all in the Parish of Bishop's Stortford

Nature of level crossing

The level crossing had kissing gates in the railway boundary fence and miniature stop lights to warn of an approaching train (FPKM). The level crossing was informally closed to users upon opening of a ramped footbridge adjacent to the crossing.

The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph.

Because the crossing is physically closed its ALCRM score is M13. However, prior to closure, its score was C2.

On 28 January 2012 a train struck and killed a member of the public at the crossing. Between April 2011 and June 2012 there were three near misses at the crossing.

Rights affected

There are no private rights of way at the level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to formally close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of the public FP Bishops Stortford 060 to the west of the railway making use of an existing accessible footbridge adjacent to Johnsons level crossing. The diversion route would formalise the PRoW that makes use of the existing way to the east of the level crossing, and would extinguish the PRoW shown on the definitive map.

There would be no change in the length of the route because users are already using the proposed route and footbridge.

Land permanently affected by the proposals

The parcel of land affected by the proposed diversion and associated works is 01.

Relevant objections

There has been 1 objection to the proposed closure of this level crossing. This objection is OBJ/83 (Charles Martineau).

Nature of the objections

OBJ/83 objects to the use of their land for the provision of the alternative route. Network Rail's view is that the alternative route is required, suitable and convenient. Network Rail will continue to engage with the affected landowner to discuss their concerns.

H09 – Fowlers

Location

This footpath crossing is located in Thorley Parish has the postcode CM23 4AS. It is on the Liverpool Street to Ely railway line (BGK), 28 miles 73 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 09 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 32
- (b) Powers Limited to Temporary Use of Land: 03, 08, 09, 11, 13, 14, 15, 16, 17, 18A, 18B, 20, 22, 22A, 23, 24, 24A, 25, 27, 28, 29, 30, 31, 33 and 34
- (c) Powers Limited to Rights: 01, 02, 04, 06, 07, 10 and 18
- (d) Powers Limited to Extinguishment of Rights: 19, 21, 26

all in the Parish of Thorley

Nature of level crossing

The level crossing is a UWCT. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 80mph.

The level crossing has an ALCRM score of B8. Between November 2014 and December 2016 there were three instances of misuse and one near miss reported at the crossing.

Rights affected

Existing private rights of way at the level crossing would be extinguished.

There are no public rights at the level crossing.

Order proposals

The Order would confer powers to extinguish the existing private rights of way over the level crossing.

The proposed diversion would not involve provision for a vehicular diversion. Private non-motorised users would cross the railway by heading southbound along the existing footway on Thorley Street. At a point approximately 100m north of the roundabout where St James Way meets the A1184, a new footpath would be created which runs in an easterly direction towards an existing underpass beneath the railway. This new footpath would be 2m wide and unsurfaced. New soffit boarding would be installed to create a suitable footpath route through the underpass beneath the railway. Having used the existing underpass, users would then head north along the new footpath to join FP Thorley 007. Existing crossing infrastructure would be removed at Fowlers level crossing and 1.8m high chain link fencing would be installed to prevent trespass onto the railway.

Private vehicular access for smaller vehicles would be available through the underpass.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 8, 9, 11, 15, 16, 22A, 23, 24, 24A, 25, 32, 33 and 34

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/137 (Tom Day on behalf of the Hertfordshire & Middlesex Wildlife Trust) and OBJ/162 (Whiskers LLP on behalf of Mr and Mrs Carpenter)

Nature of the objections

OBJ/137 objects to the extinguishment of rights over the crossing as well as the creation of new public rights of way over its land. Network Rail does not accept that the Herts. and Middlesex Wildlife Trust has a private right of way over the level crossing.

OBJ/162 objects to the proposed alternative rights of way over their land.

Network Rail considers that the proposed alternative route is required, suitable and convenient. Network Rail will continue to engage with the landowner to seek to address their concerns.

HA01 – Butts Lane

Location

This footpath crossing is located in the London Borough of Havering and has the postcode RM11 3NA. It is on the Romford to Upminster branch railway line (ROU) 15 miles 31 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 55 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 20 and 26

(b) Powers Limited to Extinguishment of Rights: 23

all in the London Borough of Havering

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 30mph.

The level crossing has an ALCRM score of C4. There was a near miss reported at the crossing in June 2010.

Usage was estimated to be 38 pedestrians per day, based on a full ALCRM census in July 2015 and subsequent estimates.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP170 being diverted southeast onto the existing footway on Burnway, to connect to the existing footbridge and FP171. Users would then head northeast to cross the railway and continue northwest along Woodhall Crescent. Users would then be diverted along the existing FP170 to Maybush Road. FP170 would be extinguished on the south side of Butts Lane level crossing and up to Maybush Road on the north side to prevent the creation of a cul-de-sac, whilst maintaining access to private properties. Boundary fencing would be installed at the railway boundary where the footpath is to be extinguished and gates would be installed at the boundary of the adopted highway to allow private access. Level crossing infrastructure at Butts Lane level crossing would be removed and 2m high steel palisade fencing would be installed on both sides of the railway to prevent trespass.

The diversion would add an additional 750m to the route.

Land permanently affected by the proposals

None

Relevant objections

There has been 1 objection to the proposed closure of this level crossing, being objection OBJ/176 (David Atkins).

Nature of the objections

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

HA02 – Woodhall Crescent

Location

This footpath crossing is located in the London Borough of Havering and has the postcode RM11 3ST. It is on the Romford to Upminster branch railway line (ROU) 15 miles 60 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 55 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land: 30 and 36A
- (b) Powers Limited to Extinguishment of Rights: 23

all in the London Borough of Havering

Nature of level crossing

The level crossing has stiles in the railway boundary fence. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passenger trains with a line speed of up to 30mph.

The level crossing has an ALCRM score of C5. Between June 2012 and September 2016 there was one near miss and one instance of misuse at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 56 pedestrian users were recorded, of whom one was an accompanied child, five were unaccompanied children one was impaired, one was carried in a pram or pushchair and the remainder were unimpaired adults. 9 bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion would involve users of FP172, south of Woodhall Crescent level crossing, being diverted along the existing footway on Maywin Drive, to head southeast to connect to an existing footbridge. Users would then head northeast to use the existing footbridge on Wingletye Lane to cross the railway, before continuing northwest along Woodhall Crescent. FP172 would be extinguished on both sides of Woodhall Crescent level crossing to prevent the creation of a cul-de-sac, whilst maintaining access to private properties. Boundary fencing would be installed at the railway boundary where the footpath is to be extinguished and gates would be installed at the boundary of the adopted highway to allow private access. Level crossing infrastructure at Woodhall Crescent level would be removed and 2m high steel palisade fencing would be installed on both sides of the railway to prevent trespass.

The diversion route would add an additional 320m to the route.

Land permanently affected by the proposals

None

Relevant objections

There has been 1 objection to the proposed closure of this level crossing, being objection OBJ/176 (David Atkins).

Nature of the objections

OBJ/176 objects to the principle of transferring a low risk of an accident on the crossing to a higher risk on the public highway. Network Rail addresses safety issues justifying the closure of level crossings in the level crossing safety section of this Statement of Case.

Representations

REP/4 (Natural England) has requested further information in respect of a potential impact on Hornchurch Cutting SSSI. Network Rail will continue to liaise with Natural England in respect of the matters raised in its representation.

HA03 – Manor Farm

Location

This footpath crossing is located in the London Borough of Havering and has the postcode RM14 2TZ. It is on the Upminster to Grays railway line (UPG) 1 mile 56 chains from Upminster East Junction.

Where it can be found on deposited plans

It is shown on Sheets 53 and 54 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 24;

all in Thurrock

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 04, 04A and 05

(b) Powers Limited to Temporary Use of Land: 01, 02, 06, 08, 11, 12, 13, 14 and 16

(c) Powers Limited to Rights: 09

(d) Powers Limited to Extinguishment of Rights: 07

all in the London Borough of Havering

Nature of level crossing

This level crossing has been inaccessible for many years, presumably since construction of the M25 motorway (completed at this location in 1982) which severed the right of way to the east. There is no crossing infrastructure in place. It was a passive level crossing where the user was instructed to stop, look and listen: beware of trains, and had to make their own decision whether it is safe to cross.

The railway at this crossing comprises a single line of rails and carries passengers with a line speed of up to 70mph.

Because the crossing is physically closed its ALCRM score is technically M13, although it is not currently recorded on the ALCRM system.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to permanently close the level crossing and legally extinguish the existing public rights of way over the level crossing.

This crossing is not present on site and residual public rights of way over the level crossing would be legally extinguished. FP251 would be legally extinguished from Pea Lane on the west to the M25 on the east, a length of approximately 330m.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 1, 2, 11 and 16 in the London Borough of Havering.

Relevant objections

There have been 2 objections to the proposed closure of this level crossing. These objections are: OBJ/13 (S D Mee) and OBJ/148 (Nicky Philpott on behalf of the Ramblers)

Nature of the objections

OBJ/13 and OBJ/148 object that the proposed new route on public highway is more dangerous than the existing route. As the current route is not available, no use will newly transfer from the level crossing to the road. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

OBJ/13 also objects to the use of their land for the new public right of way. Network Rail believes that the alternative route is required, suitable and convenient. Network Rail will continue to engage with the objector to seek to address their concerns.

HA04 – Eve’s

Location

This footpath crossing is located in the London Borough of Havering and has the postcode RM14 2TZ. It is on the Upminster to Grays railway line (UPG) 1 mile 78 chains from Upminster East Junction.

Where it can be found on deposited plans

It is shown on Sheets 53 and 54 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 24;

all in Thurrock

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 04, 04A and 05

(b) Powers Limited to Temporary Use of Land: 01, 02, 06, 08, 11, 12, 13, 14 and 16

(c) Powers Limited to Rights: 09

(d) Powers Limited to Extinguishment of Rights: 07

all in the London Borough of Havering

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passengers with a line speed of up to 70mph.

The level crossing has an ALCRM score of C7.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. No users were recorded.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing would be extinguished.

The proposed diversion comprises FP252 on the west of Eve's level crossing, being diverted west onto the existing footway and verge on Dennis Road. FP252 on the west (and on the east) of Eve's level crossing would be extinguished to prevent the creation of a cul-de-sac. Users would then be diverted off Dennis Road onto a new 2m wide unsurfaced footpath outside of Network Rail land but within a field margin to the west of the woodland. This new footpath crosses the existing highway, Pea Lane and carries on north to existing FP Havering 251. FP Havering 251 continues eastwards and cross Pea Lane and then users would be diverted north along a new 2m wide unsurfaced footpath. This new footpath will be within a field margin and, outside of Network Rail land. The new footpath turns east and users would cross the railway using the existing road bridge on Ockendon Lane. Having crossed the railway, users would be diverted east along a new 2m wide unsurfaced footpath outside of Network Rail land before joining the existing footway on Ockendon Lane. Users would then come off Ockendon to head south along FP Havering 231 that connects to FP Havering 253. Boundary fencing would be installed at the railway boundary where the footpath is to be extinguished. Level crossing infrastructure at Eve's level crossing would be removed and 1.35m high stock proof post and wire fencing would be installed to prevent trespass onto the railway. A Network Rail pedestrian access gate would be provided on the south west side.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 1, 2, 11 and 16 in the London Borough of Havering.

Relevant objections

There have been 4 objections to the proposed closure of this level crossing. These objections are: OBJ/13 (S D Mee); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/156 (BNP Paribas on behalf of Royal Mail Group); and OBJ/176 (David Atkins).

Nature of the objections

OBJ/13, OBJ/148 and OBJ/176 object that the proposed new route on public highway is more dangerous than the existing route. An objective Road Safety Audit (**NR16**) has been undertaken to identify any appropriate mitigation of the risk of walking on highways. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

OBJ/13 also objects to the use of their land for the new public right of way. Network Rail will continue to engage with the affected landowner to understand their concerns. Network Rail considers that the alternative route is required, suitable and convenient.

The Royal Mail Group (OBJ/156) has concerns about the temporary stopping up of streets. Network Rail will engage with Royal Mail to discuss their concerns.

T01 – No. 131

Location

This footpath crossing is located in the unitary borough of Thurrock and has the postcode RM19 1SX. It is on the Tilbury Loop of the Fenchurch Street to Shoeburyness railway line (TLL), 15 miles 36 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheet 52 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 04, 06, 07, 11, 12, 13, 16, 20, 21, 22 and 23

(b) Powers Limited to Extinguishment of Rights: 08

all in Thurrock

Nature of level crossing

The footpath level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 50mph. SAWD (Covtec) equipment has been installed.

The level crossing has an ALCRM score of C6. In December 2007 there was an instance of misuse at the crossing.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. Eight pedestrian users were recorded, of whom two were impaired and the remainder were unimpaired adults.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing and west of the A1306 would be extinguished. The proposed diversion involves users utilising the existing footway on Tank Hill Road and being diverted to the bridge over the railway to the north of the level crossing. Users would then cross over the A1306 at the pedestrian crossing point and use the footway heading south along the A1306 east of the railway. Users would then be diverted off the footway level with FP145, along a new footpath. The new footpath heads south parallel to the A1306 to an existing bund, travels eastbound and then northbound along the bund to re-join the existing FP145. This new footpath will be a 2m wide and unsurfaced. FP145 that lies to the west of T01 No 131 level crossing would be extinguished, and the part of FP145 that lies to the east of T01 No 131 level crossing would be extinguished up to the point the new footpath joins FP145. Level crossing infrastructure would be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass.

The diversion would add approximately 280m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 21, 22 and 23

Relevant objections

There have been 5 objections to the proposed closure of this level crossing. These objections are: OBJ/15 (K Weatherill on behalf of Averley Properties Ltd); OBJ/74 (R J Burnley on behalf of Fanns Farm); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/151 (Spencer Jefferies on behalf of NGET and NCG) and OBJ/176 (David Atkins)

Nature of the objections

OBJ/15, and their tenant OBJ/74, object to the use of their land for the alternative right of way. Network Rail believes the diversion is required, suitable and convenient and will continue to engage with the affected landowner to understand their concerns.

OBJ/148 objects on the grounds that the existing route is safer than the proposed alternative. OBJ/176 objects on similar grounds. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

OBJ/151 is a holding objection from National Grid pending further detail on how the proposals may affect its assets and statutory undertaking. Network Rail will discuss with National Grid any concerns it has in connection with the closure of this crossing.

OBJ/186 was broadly supportive of the closure of this crossing.

T04 – Jefferies

Location

This footpath crossing is located in the unitary borough of Thurrock and has the postcode SS17 8BA. It is on the Tilbury Loop of the Fenchurch Street to Shoeburyness railway line (TLL), 28 miles 2 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheets 59 and 60 of the deposited plans.

Affected land

The parcels of land affected are as follows:

- (a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 64
- (b) Powers Limited to Temporary Use of Land: 38, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 50A, 51, 52, 53, 53A, 54, 59, 61, 61A, 63, 67 and 68
- (c) Powers Limited to Rights: 69, 70 and 71
- (d) Powers Limited to Extinguishment of Rights: 62

all in Thurrock

Nature of level crossing

The level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 70mph.

The level crossing has an ALCRM score of C4.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 147 pedestrian users were recorded, of whom two were accompanied children, six were unaccompanied children and the remainder of whom were adults. Six bicycles were recorded as being walked over the crossing. One motorcycle was recorded as being ridden over the crossing and one motorcycle was recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and existing public rights of way over the level crossing and between the east side of the A13 and the level crossing would be extinguished.

The proposed diversion comprises FP32 being diverted onto a proposed 2m wide, unsurfaced footpath that runs along the east side of the A13 heading southwest along the field boundary. Users would then be diverted onto new stepped access west of the railway and cross over the railway bridge on the A1014 Manorway along the existing footway. FP32 users would then be diverted onto new stepped access east of the railway and east of the existing bridge parapet. Users would then be diverted northeast along a new 2m wide footpath within Network Rail land, using the existing path to link into Footpath 32 east of the Jefferies level crossing.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 42, 43, 49, 51, 52, 53, 53A, 54, 59, 61, 63, 64 and 68.

Relevant objections

There have been 7 objections to the proposed closure of this level crossing. These objections are: OBJ/21 (S Dixon and V Molton); OBJ/30 (M Holland on behalf of E&K Benton Limited) OBJ/44 (C Addis); OBJ/91 (Sally Kwawaja); OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins); and OBH/186 (Navtej Tung on behalf of Thurrock Council).

Nature of the objections

All 7 objectors object to a loss of amenity with some also raising the adequacy of the alternative route.

OBJ/91 objects to the lack of clarity of the diversion route. OBJ/44 and OBJ/186 object that consultation had been inadequate. Details of the consultation undertaken by Network Rail are detailed elsewhere in this Statement of Case.

OBJ/30 objects to the use of their land for the alternative right of way.

Network Rail considers that the proposed alternative route is required, suitable and convenient. It notes that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority

T05 – Howells Farm

Location

This footpath crossing is located in the unitary borough of Thurrock and has the postcode SS17 9EY. It is on the Grays to Pitsea railway line (TLL) 30 miles 9 chains from Fenchurch Street.

Where it can be found on deposited plans

It is shown on Sheets 61 and 62 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: parcels 72, 74, 74A, 75, 76, 77, 78, 82, 83, 84, 86, 87

(b) Powers Limited to Extinguishment of Rights: parcel 85, 86

all in Thurrock

Nature of level crossing

The level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passenger and freight with a line speed of up to 70mph.

The ALCRM score of the crossing is C6.

A 9 day camera census was undertaken between 9 July 2016 and 17 July 2016 with survey hours 00:00 to 24:00. 16 adult pedestrian users were recorded, and no children or elderly users.

Rights affected

There are no private rights of way at this level crossing.

Existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the crossing to all users and extinguish public rights of way over the level crossing. There are two diversion routes proposed.

Footpath 23 will be extended onto a proposed 2m wide, unsurfaced footpath, on the south side of the railway heading in a south west direction along the edge of field boundary outside Network Rail land. To cross the railway users would use proposed stepped access on to Southend Road and bridge over the railway using the existing footway to connect into the existing Public Right of Way network north of the A13.

Alternatively, users would be diverted from Footpath 23 east along Inglefield Road and then north along High Road. To cross the railway users would use Fobbing (Automatic Half Barrier) level crossing. Level crossing infrastructure at Howells Farm level crossing will be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass. A Network Rail pedestrian access gate is to be provided on the north side of the railway. New public wayfinding signage will be provided.

The diversion would add approximately 1.2 km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 72, 78, 82 and 84.

Relevant objections

There have been 3 objections to the proposed closure of this level crossing. These objections are: OBJ/148 (Nicky Philpott on behalf of the Ramblers); OBJ/176 (David Atkins) and OBJ/194 (David Frederick Thomas Keeling).

Nature of the objections

OBJ/148 and OBJ/176 object to a loss of amenity and the adequacy of the alternative route. Network Rail considers that the proposed route is suitable and convenient.

OBJ/194 objects to the use of their land for the alternative right of way. They are concerned with possible trespass and fly tipping. Network Rail considers that the proposed route is required, suitable and convenient. Network Rail will discuss these concerns with the objector.

Conclusion

175. Network Rail recognises that the Essex and Others Level Crossing Reduction proposals will have an impact on adjacent properties, local communities and those that use the level crossings affected by them.
176. It is Network Rail's considered view that its proposals are sensitive to the needs of the various stakeholders concerned and that, where alternative routes are provided, they are suitably accessible, safe, and convenient.
177. Network Rail has taken on board comments from third party landowners and, as the proposals have developed, diversionary routes have been amended to reduce impacts on interested parties.
178. Network Rail considers that the any adverse impacts found to exist from the closures are demonstrably outweighed by the substantial public and railway benefits that the Scheme will bring.

Appendix A: List of Core Documents

- NR01** Application
- NR02** Draft Network Rail (Essex and Others Level Crossing Reduction) Order
- NR03** Explanatory Memorandum
- NR04** Statement of Aims
- NR05** Statement of Consultation
- NR06** Funding Statement
- NR07** Estimate of Costs
- NR08** Order plans and sections
- NR09** Book of Reference
- NR10** Planning Statement, which provides a description of the scope and purpose of the Application in relation to relevant legislative requirements, and planning policy
- NR11** Screening Decision Letter, which confirms that under the EIA Regulations the scheme has been deemed as having no significant impact on the environment and therefore does not require an Environmental Statement
- NR12** Design Guide which outlines the design proposal principles and components, including drawings for each level crossing
- NR13** Management of Health and Safety at Work Regulations 1999 (tab 1)
- NR14** ORR: Strategy for regulation of health and safety risks – 4: Level crossings (tab 2)
- NR15** ORR: Periodic Review 2013: Final determination of Network Rail's output funding for 2014–19. Extracts relevant to level crossings—the entire document is available at <http://www.orr.gov.uk/rail/economic-regulation/regulation-of-network-rail/price-controls/periodic-review-2013/pr13-publications/final-determination> (tab 3)
- NR16** Road Safety Audits for Essex and Others (tab 4)
- NR17** Transforming Level Crossings 2015–2040 (tab 5)
- NR18** Client Requirements Document Anglia CP5 Level Crossing Reduction Strategy (tab 6)

- NR19** CP5 Level Crossing Risk Reduction Fund Criteria, Governance and Reporting (tab 7)
- NR20** Network Rail Standard NR/L1/XNG/100: Level crossing asset management policy (tab 8)
- NR21** Network Rail Standard NR/L2/SIG/19608: Level crossing asset inspection and implementation of minimum actions codes (tab 9)
- NR22** Network Rail Operations Manual NR_L3_OCS_041_5-16: Risk Assessing Level Crossings (tab 10)
- NR23** Network Rail Level Crossing Guidance 01: Completion of Site Visit and Census Forms (tab 11)
- NR24** Anglia Route Study (March 2016) (tab 12)
- NR25** Censuses of Essex and Others sites (tab 13)
- NR26** Network Rail Statement of Case (this document)

Appendix B: Locations where Core Documents may be Inspected Prior to the Public Inquiry

In accordance with Rule 7 of the Transport and Works (Inquiries Procedures) Rules 2004, a copy of every document or the relevant part of any document which Network Rail intends to refer to or put in evidence, together with a copy of every Statement of Case served by every other party and of every document served with them (once received and copied by Network Rail) may be inspected free of charge and, where practicable and subject to the payment of a reasonable charge, copied, at the following locations at the following times:

Venue	Opening hours
Stanway Library 10 Villa Road Stanway Colchester CO3 0RH	Mon–9am to 1pm Tues–1pm to 5pm Wed–Closed Thurs–1pm to 5pm Fri–Closed Sat–9am to 1pm Sun–Closed
Kelvedon Library Aylett's Foundation School Maldon Rd Kelvedon CO5 9BA	Mon–1pm to 6pm Tues–Closed Wed–Closed Thurs–1pm to 6pm Fri–Closed Sat–9am to 1pm Sun – Closed
Earls Colne Library William Hunt Reading Room & Library 38 High St Earls Colne Colchester CO6 2PA	Mon–Closed Tues–1pm to 5pm Wed–Closed Thurs–9am to 1pm Fri–1pm to 5pm Sat–9am to 1pm Sun–Closed
Brightlingsea Library New Street Brightlingsea Colchester C07 0BZ	Mon–Closed Tues–2pm to 6.30pm Wed–10am to 1pm and 2pm to 5pm Thurs–10am to 1pm Fri–2pm to 6.30pm Sat–10am to 4pm Sun – Closed

Venue	Opening hours
Wivenhoe Library 104/6 High Street Wivenhoe Colchester CO7 9AB	Mon–Closed Tues–2pm to 7pm Wed–10am to 12.30pm* and 1.30pm to 4pm* Thurs–2pm to 7pm Fri–10am to 1pm Sat–10am to 1pm and 2pm to 5pm Sun – Closed
Greenstead Library Hawthorn Avenue Colchester CO4 3QE	Mon-Tues–9am to 6pm Wed–Closed Thurs–9am to 5pm Friday–Closed Saturday–9am to 5pm Sunday – Closed
Manningtree Library High Street Manningtree CO11 1AD	Mon–Closed Tues–9.30am to 1pm and 2pm to 6pm Wed–9.30am to 1pm Thurs–2pm to 7pm Fri–9.30am to 1pm and 2pm to 6pm Sat–9am to 5pm Sun–Closed
Burnham On Crouch Library 103 Station Rd Burnham-on-Crouch CM0 8HQ	Mon – Closed # Tues–10am to 4pm Wed – Closed # Thurs–10am to 4pm Fri–10am to 4pm Sat–10am to 4pm Sun–Closed Note: In addition to its normal opening hours, this library will open on Mondays from 9am to 1pm and Wednesdays from 1pm to 5pm while Southminster Library is closed due to heating issues.
Saffron Walden Library 2 King Street Saffron Walden CB10 1ES	Mon–9am to 6pm Tues–9am to 6pm Wed–9am to 1pm Thurs–9am to 6pm Fri–9am to 6pm Sat–9am to 5pm Sun–Closed
Harwich Library Upper Kingsway Dovercourt Harwich CO12 3JT	Mon–9am to 6pm Tues–9am to 6pm Wed–Closed Thurs–9am to 5pm Fri–9am to 5pm Sat–9am to 5pm Sun–Closed

Venue	Opening hours
Frinton Library 59 Old Rd Frinton-on-Sea CO13 9DA	Mon–Closed Tues–9am to 6pm Wed–Closed Thurs–9am to 6pm Fri–9am to 5pm Sat–9am to 5pm Sun – Closed
Springfield Library St Augustine's Way Chelmsford CM1 6GX	Mon–10am to 4pm Tues–10am to 4pm Wed–Closed Thurs–10am to 4pm Fri–10am to 4pm Sat–10am to 4pm Sun–Closed
Hatfield Peverel Library The Street Hatfield Peverel Chelmsford CM3 2DP	Mon–Closed Tues–1pm to 5pm Wed–9am to 1pm Thurs–1pm to 5pm Fri–Closed Sat–9am to 1pm Sun–Closed
Galleywood Library Watchouse Road Galleywood Chelmsford CM2 8PU	Mon–Closed Tues–1pm to 5pm Wed–Closed Thurs–9am to 1pm Fri–1pm to 5pm Sat–9am to 1pm Sun–Closed
Ingatestone Library Ingatestone CM4 ONE	Mon–1pm to 5pm Tues–Closed Wed–9am to 1pm Thurs–1pm to 5pm Fri–Closed Sat–9am to 1pm Sun–Closed
Witham Library 18 Newland St Witham CM8 2AQ	Mon–9am to 7pm Tues–9am to 7pm Wed–9am to 7pm Thurs–9am to 7pm Fri–9am to 7pm Sat–9am to 5pm Sun–Closed

Venue	Opening hours
Silver End Library Village Hall Broadway Silver End Witham CM8 3RQ	Mon–Closed Tues–2pm to 6pm Wed–Closed Thurs–2pm to 6pm Fri–Closed Sat–9am to 1pm Sun–Closed
Upminster Library 26 Corbets Tey Road Upminster RM14 2BB	Mon–10am-8pm Tues–9am-5pm Wed–9am-5pm Thurs–10am-8pm Fri–9am-5pm Sat–10am-4pm Sun – Closed
Harlow Central Library Cross Street Harlow CM20 1HA	Mon–9am to 7pm Tues–9am to 7pm Wed–Closed Thurs–9am to 7pm Fri- 9am to 7pm Sat–9am to 5pm Sun–Closed
Bishop's Stortford Library 6 The Causeway Bishop's Stortford CM23 2EJ	Mon – 10am-7pm Tues–10am–6pm Wed–10am–6pm Thurs–10am–6pm Fri–10am–6pm Sat–10am–5pm Sun–12–4pm
Shoeburyness Library Shoebury Youth and Community Centre Delaware Road Southend On Sea SS3 9NS	Mon–9am–5pm Tues–9am–7pm Wed–9am–1pm Thurs–9am–7pm Fri–9am–5pm Sat–9am–5pm Sun–Closed
Rochford Library 8 Roche Cl Rochford SS4 1PX	Mon -Closed Tues–9am to 5.30pm Wed–Closed Thurs–9am to 5.30pm Fri–9am to 5.30pm Sat–9am to 5.30pm Sun–Closed

Venue	Opening hours
Hadleigh Library 180 London Road Hadleigh Benfleet SS7 2PD	Mon–9am to 5.30pm Tues–9am to 5.30pm Wed–Closed Thurs–9am to 5.30pm Fri–9am to 5.30pm Sat–9am to 5.30pm Sun–Closed
Canvey Island Library 2 High St Canvey Island SS8 7RB	Mon–9am to 5pm Tues–9am to 5pm Wed–9am to 5pm Thurs–9am to 5pm Fri–9am to 5pm Sat–9am to 5pm Sun–Closed
Hullbridge Library Ferry Rd Hullbridge Hockley SS5 6ET	Mon–Closed Tues–9am to 1pm Wed–1pm to 5pm Thurs–1pm to 5pm Fri–Closed Sat–9am to 1pm Sun–Closed
Pitsea Library Community Centre Off Maydells Pitsea, SS13 3HW	Mon–Closed Tues–9am to 6pm Wed–9am to 6pm Thurs–Closed Fri–9am to 5pm Sat–9am to 5pm Sun – Closed
Stanford Le Hope Library High St Stanford-le-Hope SS17 0HG	Mon – Closed Tues–10am–1pm & 2–5pm Wed–Closed Thurs–10am–1pm & 2–5pm Fri–Closed Sat–10am–1pm Sun – Closed
Vange Library Southview Road Basildon SS16 4ET	Mon–10am to 4pm Tues–10am to 4pm Wed–Closed Thurs–10am to 4pm Fri–Closed Sat–10am to 4pm Sun–Closed

Venue	Opening hours
Hornchurch Library 44 North Street Hornchurch RM11 1TB	Mon–1–10pm Tues–1–10pm Wed–1–10pm Thurs–1–10pm Fri–1–10pm Sat–10am–3pm Sun–Closed
Aveley Library Purfleet Rd Aveley, South Ockendon, RM15 4DJ	Mon – Closed Tues–10am-1pm & 2pm-5pm Wed – Closed Thurs–10am-1pm & 2pm-5pm Fri – Closed Sat–10am to 1pm Sun–Closed
Waltham Abbey Library 37 Sun St Waltham Abbey EN9 1EL	Mon–9am to 5.30pm Tues–9am to 5.30pm Wed–9am to 5.30pm Thurs–Closed Fri–9am to 5.30pm Sat–9am to 5pm Sun–Closed
Cheshunt Library Guinevere Gardens Turners Hill Cheshunt Waltham Cross EN8 8LB	Mon – 9am-6pm Tues – 9am-6pm Wed–Closed Thurs–9am–5:30pm Fri–2–5:30pm Sat–9am–4pm Sun–Closed
Hoddesdon Library 98a High St Hoddesdon EN11 8HD	Mon–9am–6pm Tues–2pm–6pm Wed–9am–7pm Thurs–Closed Fri–9am–6pm Sat–9am–4pm Sun – Closed
Clacton Library Station Road (opposite the Town Hall) Clacton-on-Sea CO15 1SF	Monday: 9am to 5pm Tuesday: 9am to 5pm Wednesday: 9am to 5pm Thursday: 9am to 5pm Friday: 9am to 5pm Saturday: 9am to 5pm Sunday: Closed

Copies of all documents are also available to view and download at <http://www.networkrail.co.uk/anglialevelcrossings/>.

Appendix C: Level Crossing Equipment

Gates

183. Gates at level crossings may be for pedestrians, equestrians, or vehicles. They should be spring-loaded, gravity closed or may have catches to keep them closed. Some gates are operated by crossing keepers and are designed to fence the railway when open to road vehicles, but the majority of gates open away from the railway.

Stiles

184. Stiles are commonly used at footpath level crossings to enable a user to cross the fence that marks the railway boundary. Kissing gates may also be provided.

Decks

185. Decks are usually provided at crossings. They should feature a non-slip surface, although some are older timber types. Some are marked with blue edge lights to aid users during darkness.

Signage

186. Signage depends on the crossing type, whether a public road, footpath, private right of way etc. The minimum signage at a footpath level crossing is a white sign with a red edge stating "Stop Look Listen, Beware of Trains". Signs instruct the safe method of use, warn against trespassing on the railway and the specific dangers from electrification, or advise that a level crossing does not carry public rights. Signage to deter suicide is also commonly displayed.

Whistle boards

187. Where there is insufficient sighting of approaching trains due to curvature of the line or a lineside structure for example, whistle boards are often provided. These are only effective at distances up to 400m from the crossing they are protecting.
188. There are sometimes complaints about train horn noise from neighbours. Network Rail considers that it is within its statutory powers to operate the railway with whistle boards, but our long-term strategy is to remove them, replacing them with novel warning systems.
189. The effectiveness of this form of protection is limited if the user of a crossing is wearing headphones and/or suffering from hearing loss. The sound is also susceptible to background noise, or being obscured by the noise of another passing train.

190. As the horn is manually operated by the train driver, there is always the possibility that, on occasion, a train may not sound its horn when necessary.
191. In 2007, as a result of significant neighbour and political concern after newer trains were fitted with louder horns, a Night Time Quiet Period (NTQP) was introduced. During this period, 2300–0700, trains did not sound their horn on approach to whistle-board protected crossings. In the same change, train drivers were instructed only to use the low tone horn rather than the traditional two tones. In 2016, the NTQP was reduced to enable greater protection for users. It now applies between 2359 and 0600. Whilst noise impact on neighbours is reduced by the NTQP, it of course leaves these level crossings with less warning of approaching trains early in the morning and late at night, both times at which people may, for example, be going running or taking their dogs for a walk. Public rights of way are open 24 hours a day.

Supplementary Audible Warning System (SAWD)

192. Whistle board crossings may be enhanced by the Covtec SAWD system. This is a radar-activated device that sounds a horn located at the level crossing. The horn's proximity to the user means the volume can be lower, reducing the impact on surrounding residents. However, the device does not have an established Safety Integrity Level so although a useful device to help a user decide whether it is safe to cross, Covtec can only be used to supplement whistle boards rather than replace them.

Telephones

193. These are provided to allow communication between users of level crossings and the signaller. They are found in the following situations:
- 193.1. User-worked vehicular crossings where the crossing time greater than the sighting time, where there are long or slow-moving vehicles, where animal are herded over the crossing or where there is a risk of grounding.
 - 193.2. Public bridleway (and rarely footpath) crossings where the sighting time is inadequate.
 - 193.3. Public road half barrier or full barrier crossings for the use of drivers of large or slow vehicles, or in emergency.
194. The use of telephones can create a workload and ergonomics issue for signallers at busy times. If a signaller is unable to answer a call owing to other demands on their time, this may lead to user frustration, and possibly crossing misuse.

195. On some lines, the signaller does not know exactly where a train is located.²¹ This can lead to a signaller requesting users wait a significant length of time, as the only information they can give is that it will be safe once the train has passed.
196. If a signaller requests users to call back after crossing, and they fail to do so or cannot get through, this will be recorded as deliberate misuse and trains will be cautioned before they are allowed to proceed at line speed across the crossing in question.
197. Signallers have, on occasion, mistakenly given users permission to cross in front of a train. For this reason, it is important to consider the overall operational risk created by installing telephones, not just the local benefits at a particular crossing.

Miniature Stop Lights (MSLs)

198. These lights display a green light when it is safe to cross the railway and a red light when it is not. There may also be an audible warning.
199. They may be installed at level crossings where sighting is insufficient, or as a measure to reduce the risk at crossings with sufficient sighting. They can also be installed to reduce the number of telephone calls to signalboxes.
200. The lights are triggered by approaching trains, and are linked to the signalling system. They are therefore an expensive item to install and maintain.
201. The warning time can be adjusted depending on the likely usage of the crossing. Too short a warning time could lead to a collision; too long a time could drive poor user behaviour.
202. There have been several fatalities at MSL-protected crossings in Anglia route. These include Elsenham, Black Horse Drove, Johnson's, Cannon's Mill Lane, and Motts Lane.

Overlay MSLs

203. This is a cheaper system of MSLs that is not integrated with the signalling system. Two models are used on the mainline (Ebigate200 and VaMoS). The system may be 'always on' or activated by the user pressing a button, e.g. where the power supply is from a local renewable source. A telephone will be provided should the system not display any lights.

²¹ For example, the Marks Tey to Sudbury branch operates a 'one train on line' policy; there are no track circuits to show the signaller the train's progress.

Spoken Warnings

204. At some level crossings, a movement-activated spoken warning device has been installed to raise awareness of safety issues at level crossings.
205. Spoken warnings may also be added to AHB crossings. For example, Waterbeach level crossing has a spoken warning announcing that a second train is approaching.

Appendix D: Level Crossing Renewal and Enhancement Costs

Network Rail CP6 cost model (extract):

Work Type	Description of work	Cost
Additional protection for user operated crossing	Safety upgrade by addition of dependable audible train approaching system for user operated crossing	£ 40,000.00
Convert FP(any) to FP(any)-MSL	New MSL system for existing FP of any type for non-motorised use, inc. train detection and new interface in control centre	£ 452,000.00
Convert FP(any) to FP(any)-OMSL	New OMSL system for existing FP of any type for non-motorised use, inc. train detection and new interface in control centre	£ 300,000.00
Convert MCB to ABCL+	Convert MCB-any to ABCL+ by replacing protecting signals with DCIs and adding extra protection equipment TBD inc. barrier skirts, red standing men, barrier protection etc. as required mainly intended for MCB-TCOs	£ 355,000.00
Convert MCB to MCB-CCTV	New CCTV system for existing MCB inc. new interface in control centre	£ 356,000.00
Convert MCB to MCB-OD	New OD system for existing MCB inc. new interface in control centre	£ 320,000.00
Convert MCB-CCTV to MCB-OD	New OD system for existing MCB-CCTV, recover CCTV system inc. new interface in control centre	£ 420,000.00
Convert user operated crossing to xxx(T)	New telephone system for existing FP or UWC inc. new interface in control centre	£ 100,000.00
Convert UWC to UWC(P)	New power operated gates system for any existing UWC	£ 150,700.00
Convert UWC(any) to UWC(any)-MSL	New MSL system for existing UWC of any type for vehicle use, inc. train detection and new interface in control centre	£ 452,000.00
Convert UWC(any) to UWC(any)-OMSL	New OMSL system for existing UWC of any type for vehicle use, inc. train detection and new interface in control centre	£ 300,000.00
Supplementary protection for user operated crossing	Safety upgrade by addition of supplementary audible train approaching system for user operated crossing E.G. Covtec	£ 30,000.00
Recontrol crossing telephones	New interface in control centre for telephones for crossing. Use when crossing with only telephones is recontrolled or new interface in control centre	£ 27,544.00
Automatic Half Barrier	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with alarm transmission and terminal equipment at control centre	£ 1,433,705.07
Automatic Half Barrier with additional protection	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with alarm transmission and terminal equipment at control centre, plus additional protection equipment TBD inc. barrier skirts, red standing men, active signs, etc.	£ 1,623,900.00
Automatic Open Crossing (Locally Monitored)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, control system, road traffic lights, road markings, road surface between 'stop' lines.	£ 1,337,000.00

Work Type	Description of work	Cost
Footpath or Bridleway	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, crossing surface between railway boundaries, 'stop' lines	£ 89,100.00
Bridleway with Telephone	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, crossing surface between railway boundaries, 'stop' lines, telephone	£ 220,000.00
Footpath or Bridleway with Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 786,924.46
Footpath or Bridleway with Overlay Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 500,000.00
Manually Controlled Barrier with CCTV	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with CCTV cameras, camera column, floodlights, CCTV transmission, CCTV monitor and control equipment, [protecting signals excluded]	£ 1,843,047.07
Controlled Barrier with Obstacle Detection	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with obstacle detection RADAR/LIDAR equipment and associated control equipment. [protecting signals excluded]	£ 2,008,985.74
Manually Controlled Barrier	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines. [protecting signals excluded]	£ 1,294,922.09
User Worked Crossing (UWC)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines	£ 166,100.00
User Worked Crossing with telephone (UWCT)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines, telephone	£ 370,000.00
User Worked Crossing with Miniature Stop Lights (UWCM)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines along with user warning lights, signs and train detection equipment	£ 786,924.46
User Worked Crossing with Overlay Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 650,000.00
External renewal for AHB	Renew barriers, barrier machines, road traffic lights	£ 1,340,000.00
External renewal for AHB+	Renew barriers, barrier machines, road traffic lights, plus existing additional protection equipment e.g. barrier skirts, red standing men, etc.	£ 1,503,900.00
External CCTV renewal for MCB-	Renew CCTV cameras, camera column, floodlights, CCTV transmission	£ 332,200.00

Work Type	Description of work	Cost
CCTV		
External renewal for FP(any)	Renew gates + fencing 10 metres each corner of crossing & between railway boundaries inc. style replacement	£ 20,625.00
External renewal for FP(L)	Renew locking gates + fencing 10 metres each corner of crossing & between railway boundaries, exc. any MSL equipment	£ 108,000.00
External renewal for MCB-any exc CCTV/OD equipment	Renew barriers, barrier skirts, barrier machines, road traffic lights	£ 209,000.00
External renewal for (any)-MSL	Renew MSL external equipment only (otherwise use SU-any+MSL WT for full MSL system renewal)	£ 49,500.00
External renewal for (any)-OMSL	Renew OMSL external equipment only (otherwise use +OMSL WT for full OMSL system renewal)	£ 375,000.00
External renewal for UWC(x/T) exc MSL	Renew gates + fencing 10 metres each corner of crossing & between railway boundaries. Can be used where MSL is present, but excludes MSL equipment (Use X-MSL)	£ 192,500.00
External renewal for UWC(P) exc MSL	Renew power operated gates/barrier system (non-interlocked) + fencing 10 metres each corner of crossing & between railway boundaries. Can be used where MSL is present.	£ 242,500.00
Non-motorised approach surfaces for FP(any)	New approach surfaces for non-motorised traffic e.g. steps/ramps on both sides of crossing, inc. high grip surface, flangeway filler if required	£ 10,000.00
Vehicle approach surfaces for UWC(any)	New approach surfaces for vehicles e.g. hard standing 'take-off and landing' areas at User Worked Vehicle Crossings inc. high grip surface, flangeway filler if required, enabling works - excavations/filling to alter crossing profile	£ 75,000.00
Equipment protection crash barriers	New vehicle protection barriers to protect equipment where risk identified	£ 7,000.00
Deck, Approaches and Lineside - renew fixed assets	Renew all passive assets at crossing inc. fencing 10 metres each corner of crossing & between railway boundaries, equipment protection barriers as required, decking, approach surfaces, signage, furniture, access gates; clear vegetation [needs different sizes OR remove deck]	£ 62,500.00
Deck - large	New deck for large vehicular crossing (e.g. skew crossing)	£ 151,800.00
Deck - medium	New deck for medium vehicular crossing (e.g. typical crossing)	£ 115,500.00
Deck - small	New deck for small vehicular crossing (e.g. UWC / minor road)	£ 58,300.00
Deck - non motorised traffic	New deck for foot or bridleway crossing	£ 37,400.00
Fencing	Renew fencing 10 metres each corner of crossing; MW	£ 5,000.00
Additional signals associated with manually controlled crossings	4x signals to protect a manually controlled crossing, as add on to any MCB-crossing if required	£ 710,000.00
Video recording equipment fitment	Standalone video system for recording/reviewing near misses	£ 185,900.00

OMSL (Overlay Miniature Stop Lights) is Vamos or Ebigate.

Note that technological developments may lead to some of the costs above reducing in future.

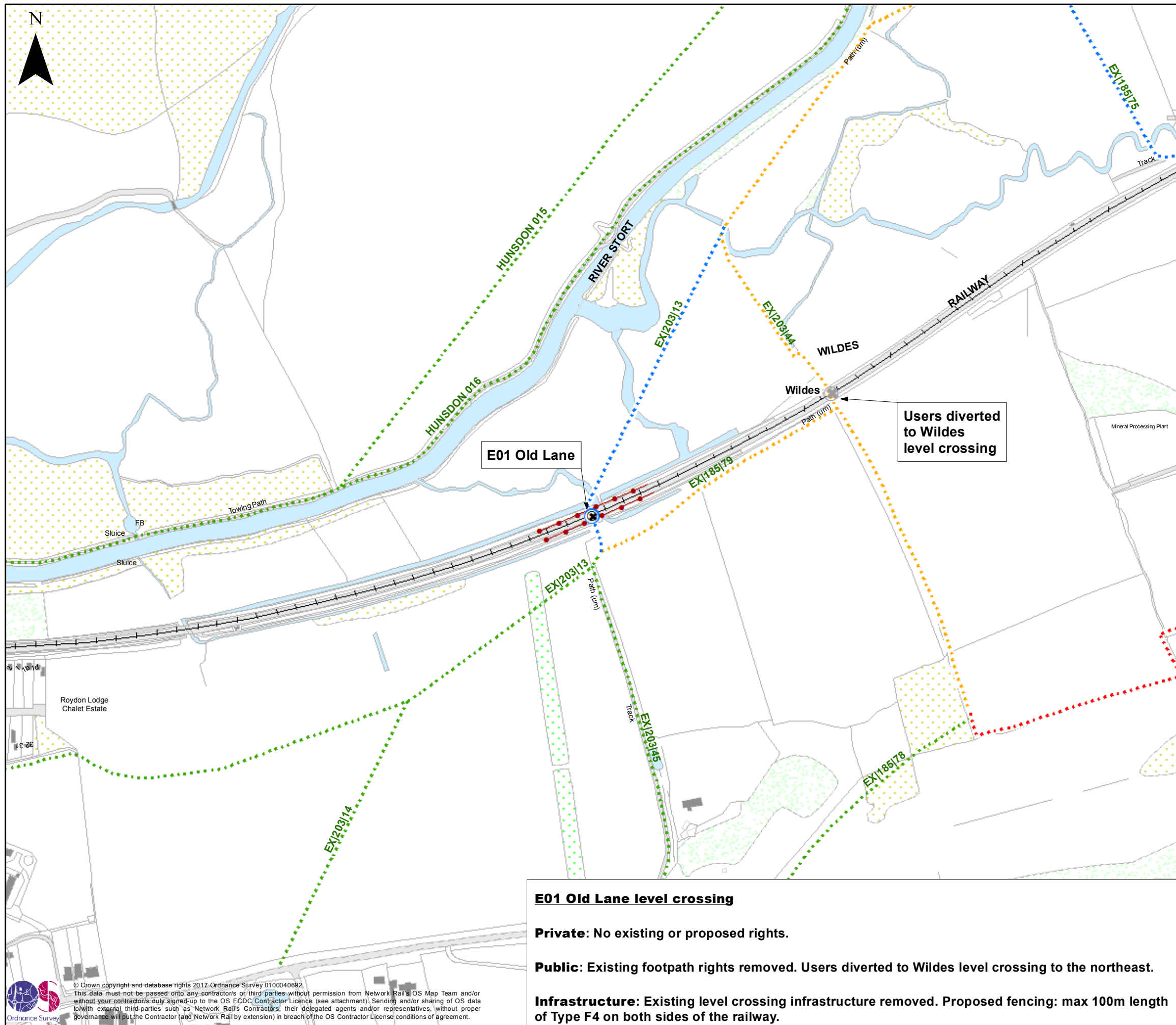
Appendix E: Maintenance Costs

'Real world' maintenance costs from the Route Level Crossing Manager (Great Eastern):

- A footpath deck costs approx. £3000 to renew, a bridleway deck approx. £6000, and a road crossing deck approx. £10,000.
- We have estimated the cost to remove and reinstate a crossing (e.g. to allow tamping) to be around £5000 on average, including Traffic Regulation Order costs.
- Gates/stiles: £2000 per 5 years to maintain/renew.
- Risk assessments: time taken to visit, inspect and risk assess each crossing: around £1000 per year.

Appendix F: Design Guide Drawings

Extracts from the Design Guide (document **NR12**) follow this page. (Note that the following pages do not continue the page numbering.)



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★☆☆ Motorised Only Diversion Route

●●●● Verge Available (No Footway)

○●○● Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

●●● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates --- Railway

--- Bridges

▲▲▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

E01 - Old Lane Essex - Roydon CP Post Code - CM19 5DS						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS	Drawing No. MMD-367516-E01-GEN-005
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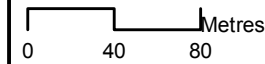
E01 Old Lane level crossing

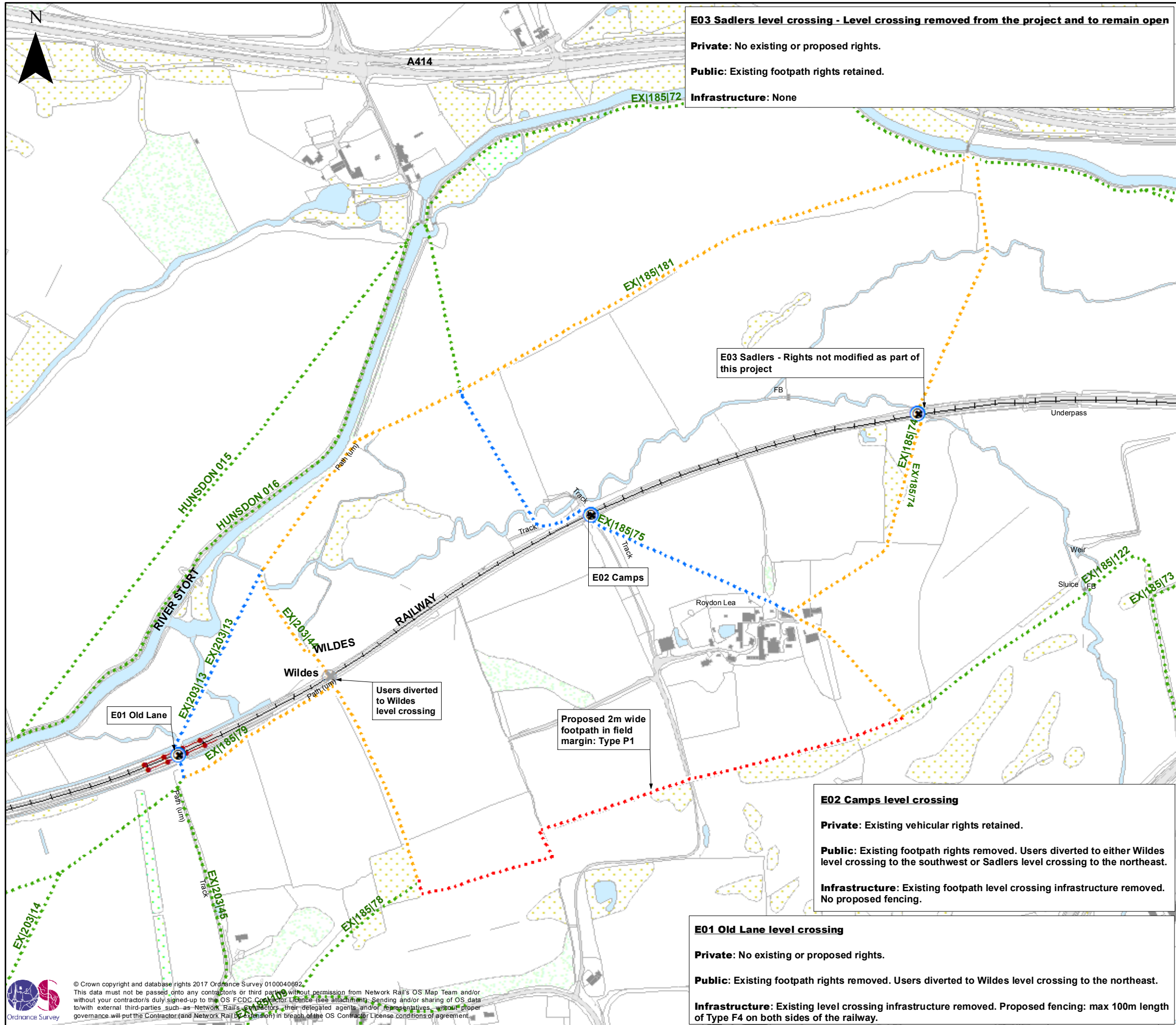
Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to Wildes level crossing to the northeast.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 100m length of Type F4 on both sides of the railway.

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E03 Sadlers level crossing - Level crossing removed from the project and to remain open

Private: No existing or proposed rights.

Public: Existing footpath rights retained.

Infrastructure: None



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) ++++ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★ ★★ Motorised Only Diversion Route

●●●● Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

●●● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates --- Railway

--- Bridges

▲▲▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

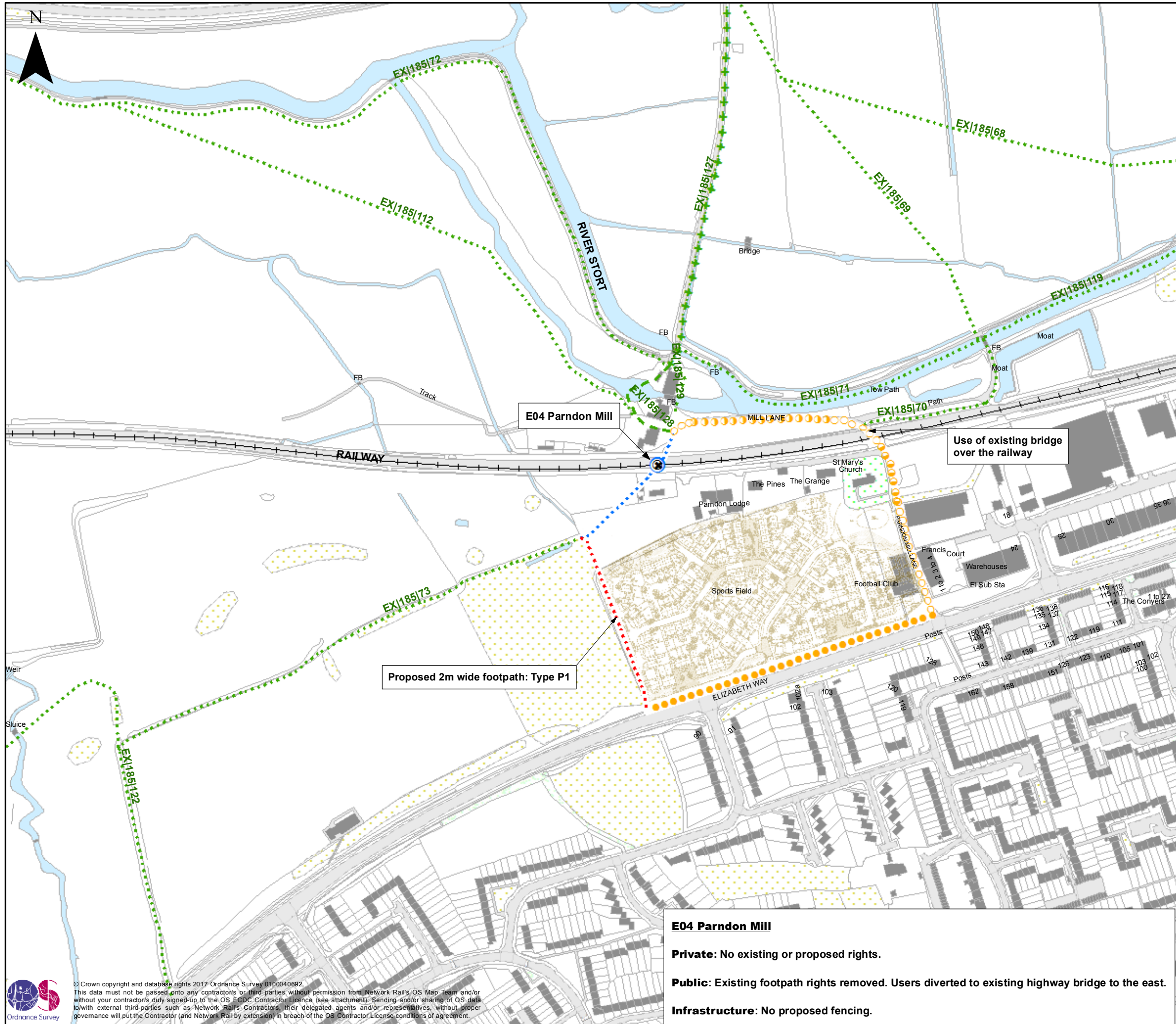


Anglia Level Crossing Reduction Strategy



Design Freeze Proposals

E02 - Camps Essex - Harlow District Post Code - CM19 5DY						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD-367516-E02-GEN-005				



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing
Reduction Strategy

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MOTT
MACDONALD

Design Freeze Proposals

E04 Parndon Mill

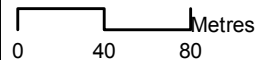
Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to existing highway bridge to the east.

Infrastructure: No proposed fencing.

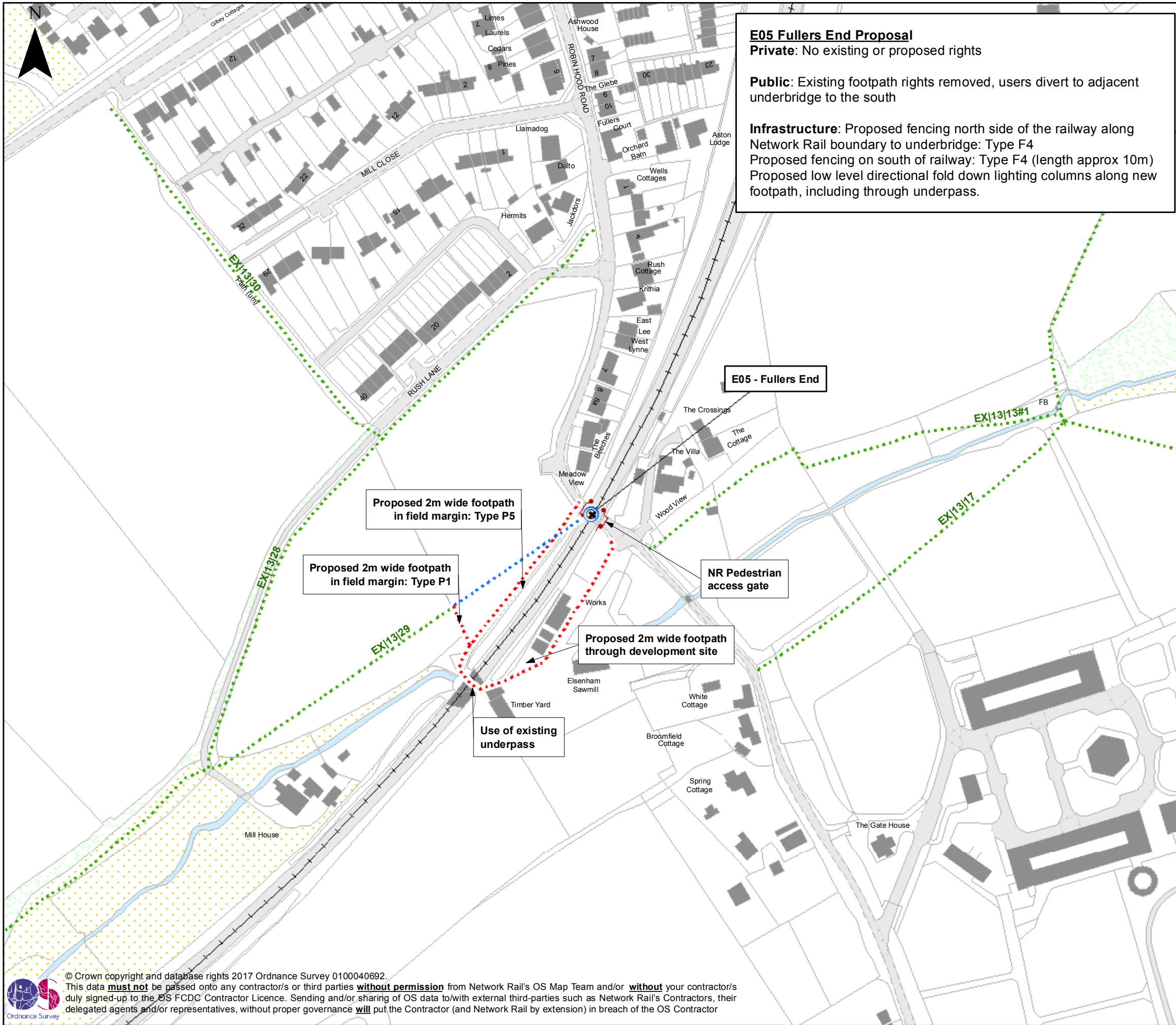
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Scale at A3
NTS

Drawing No.
MMD-367516-E04-GEN-005



E05 Fullers End Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underbridge to the south

Infrastructure: Proposed fencing north side of the railway along Network Rail boundary to underbridge: Type F4
Proposed fencing on south of railway: Type F4 (length approx 10m)
Proposed low level directional fold down lighting columns along new footpath, including through underpass.

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only
- Verge Available (No Footway)
- Diversion Route
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
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Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

E05 - Fullers End
Essex - Elsenham CP
Post Code CM226EB

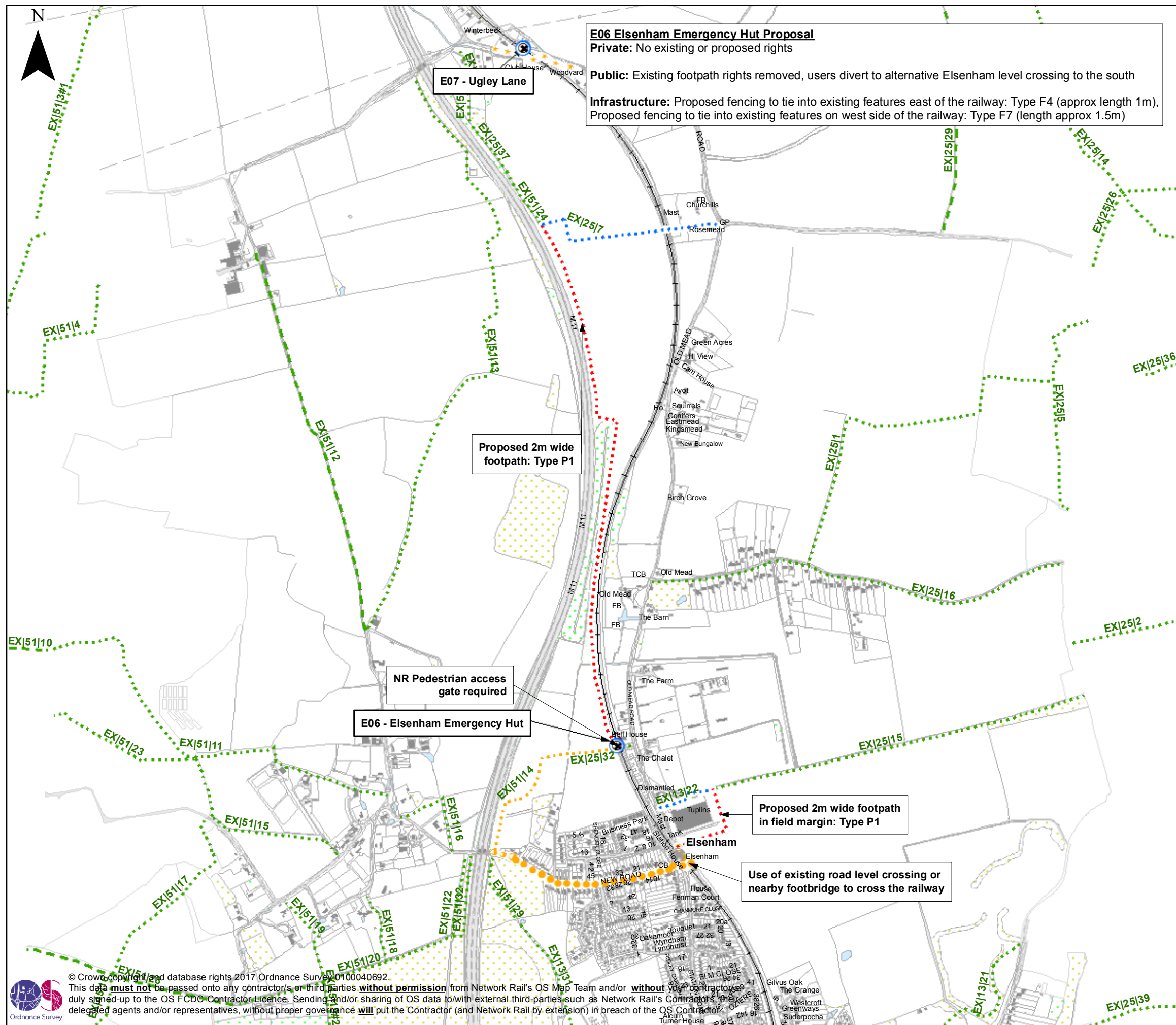
P3C	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

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Drawing No.
MMD- 367516-E05-GEN-005

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SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only
- Verge Available (No Footway)
- Diversion Route
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



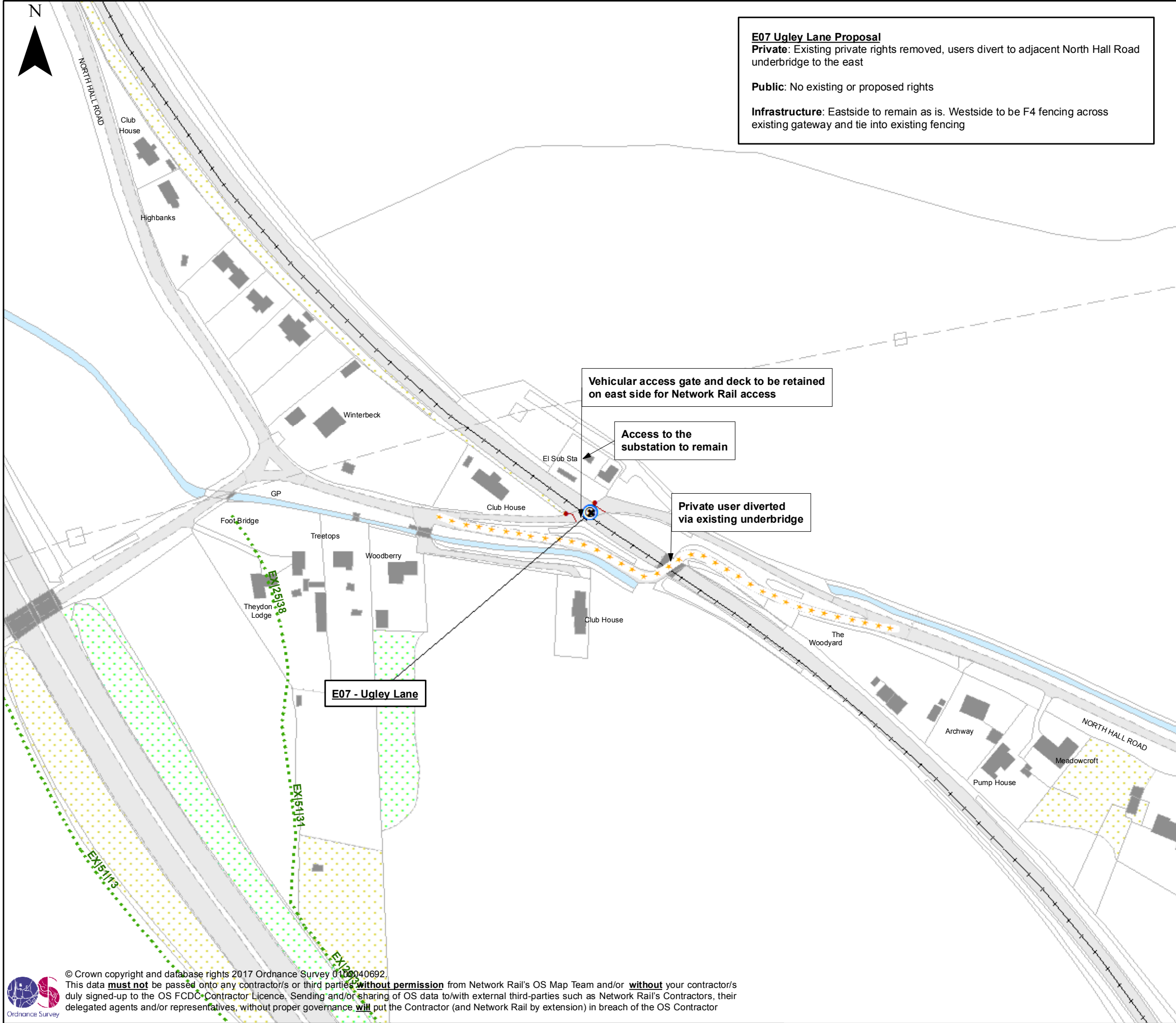
Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

E06 - Elsenham Emergency Hut
Essex - Henham CP
Post Code CM226JL

P3B	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E06-GEN-005				



SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
 Footpath (public) Byway open to all traffic (public)
 Bridleway (public) Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
 Footway Available Motorised Only
 Verge Available (No Footway) Diversion Route
 Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE
 No change and not part of diversion Closure of existing right of way
 Use of existing right of way as part of diversion Creation of new right of way
 Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
 Fencing (tie into existing) Future developments by Third Party projects where planning details are available
 Gates
 Bridges Railway
 Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

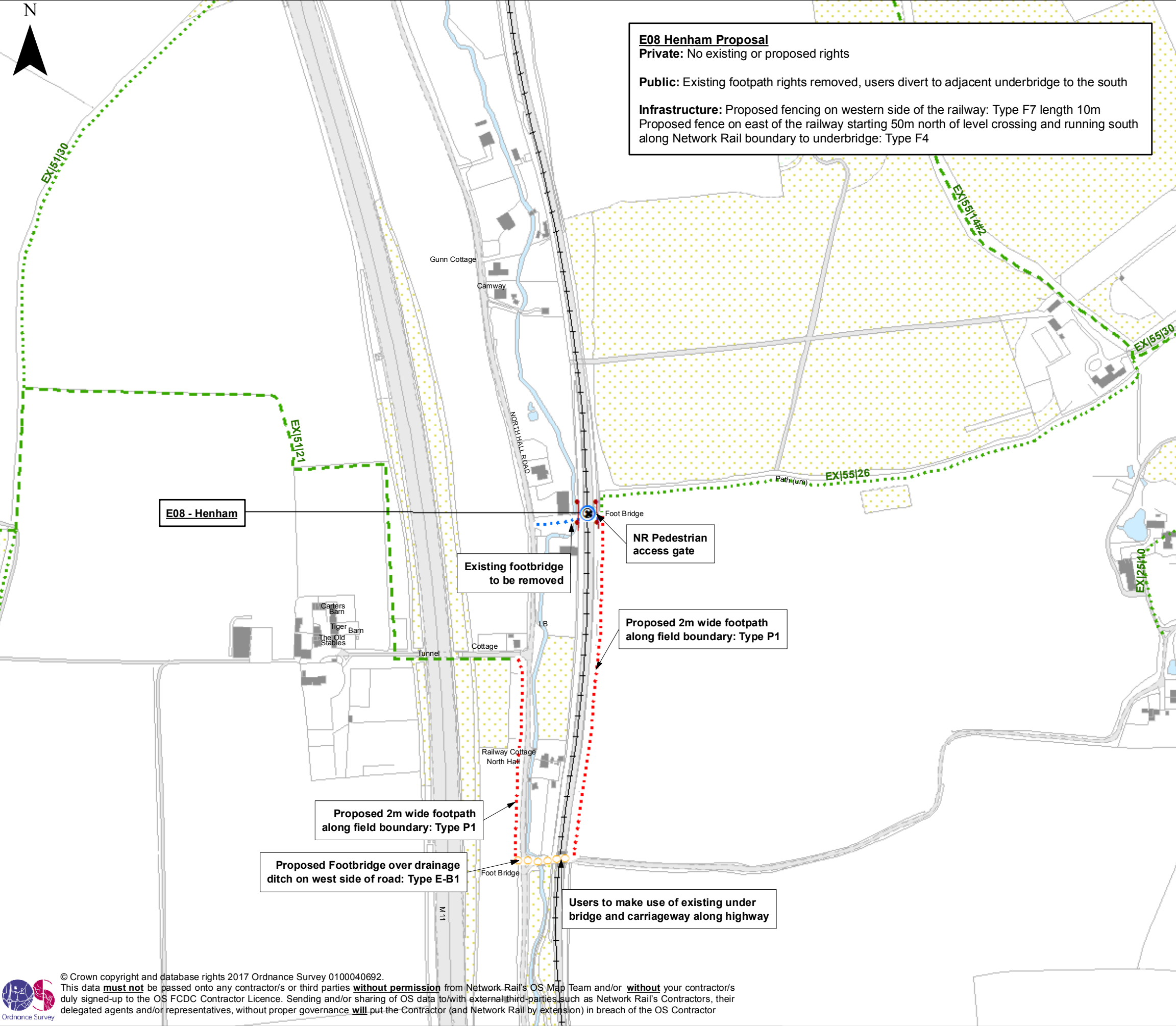
Design Freeze Proposals

E07 - Ugley Lane
Essex - Henham CP
Post Code CM226JD

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd



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Drawing No.
MMD- 367516-E07-GEN-005













E08 Henham Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent underbridge to the south
Infrastructure: Proposed fencing on western side of the railway: Type F7 length 10m
Proposed fence on east of the railway starting 50m north of level crossing and running south along Network Rail boundary to underbridge: Type F4









SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.


SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
 Footpath (public)  Byway open to all traffic (public)
 Bridleway (public)  Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.


SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
 Footway Available  Motorised Only
 Verge Available (No Footway)  Diversion Route
 Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE
 No change and not part of diversion  Closure of existing right of way
 Use of existing right of way as part of diversion  Creation of new right of way
 Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
 Fencing (tie into existing)  Future developments by Third Party projects where planning details are available
 Gates  Railway
 Bridges
 Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

**Anglia Level Crossing Reduction Strategy**

**Design Freeze Proposals**

E08 - Henham

Essex - Widdington CP

Post Code CB113XP

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

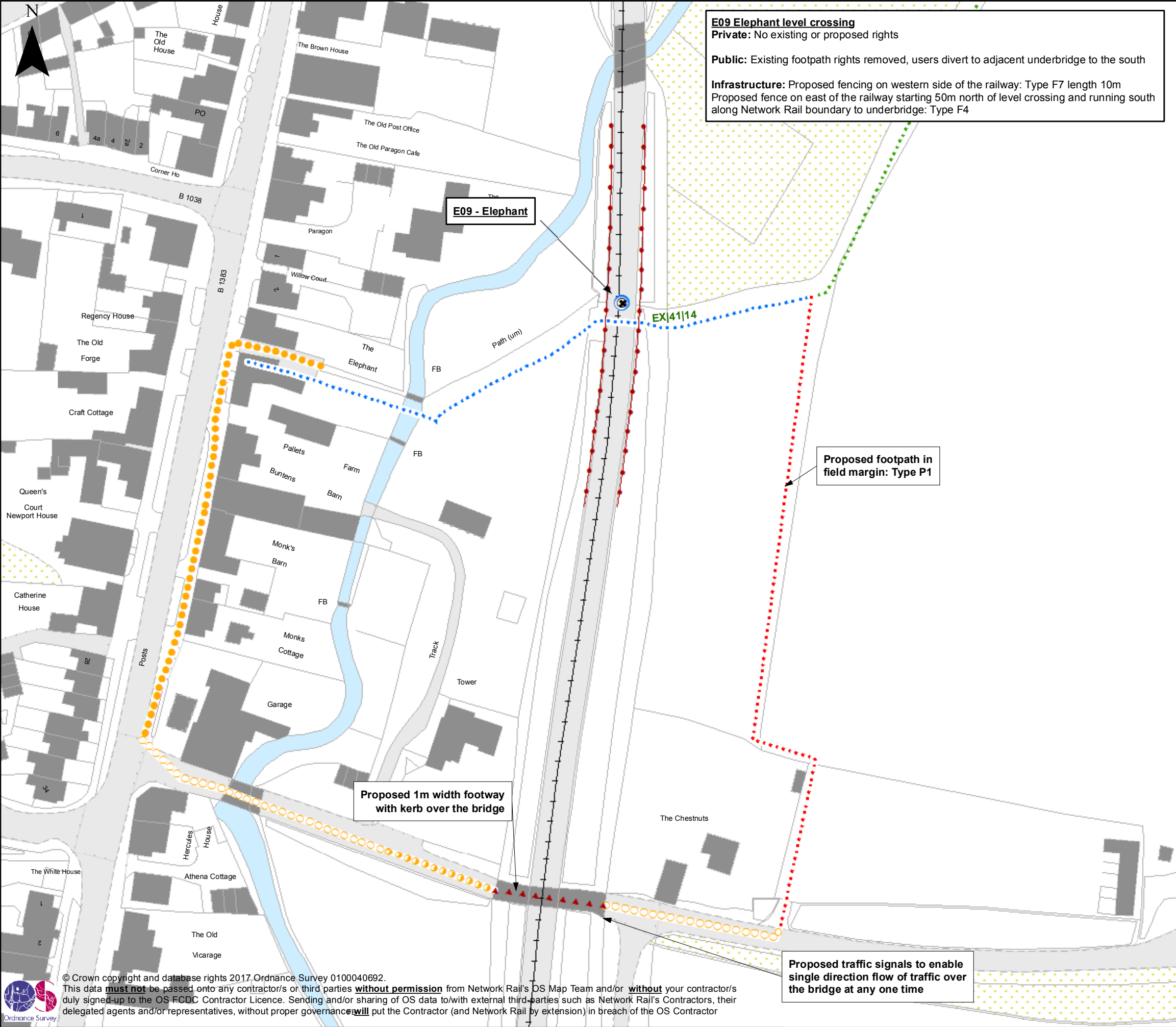
Scale at A3
NTS

Drawing No.
MMD- 367516-E08-GEN-005

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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project
⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)
--- Bridleway (public) ◆◆◆◆ Road / Track (private)
-.-.- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★ Motorised Only
●●●● Verge Available (No Footway) Diversion Route
○○○○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way
■ Use of existing right of way as part of diversion ■ Creation of new right of way
■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

--- Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available
--- Gates --- Railway
--- Bridges
▲▲▲▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

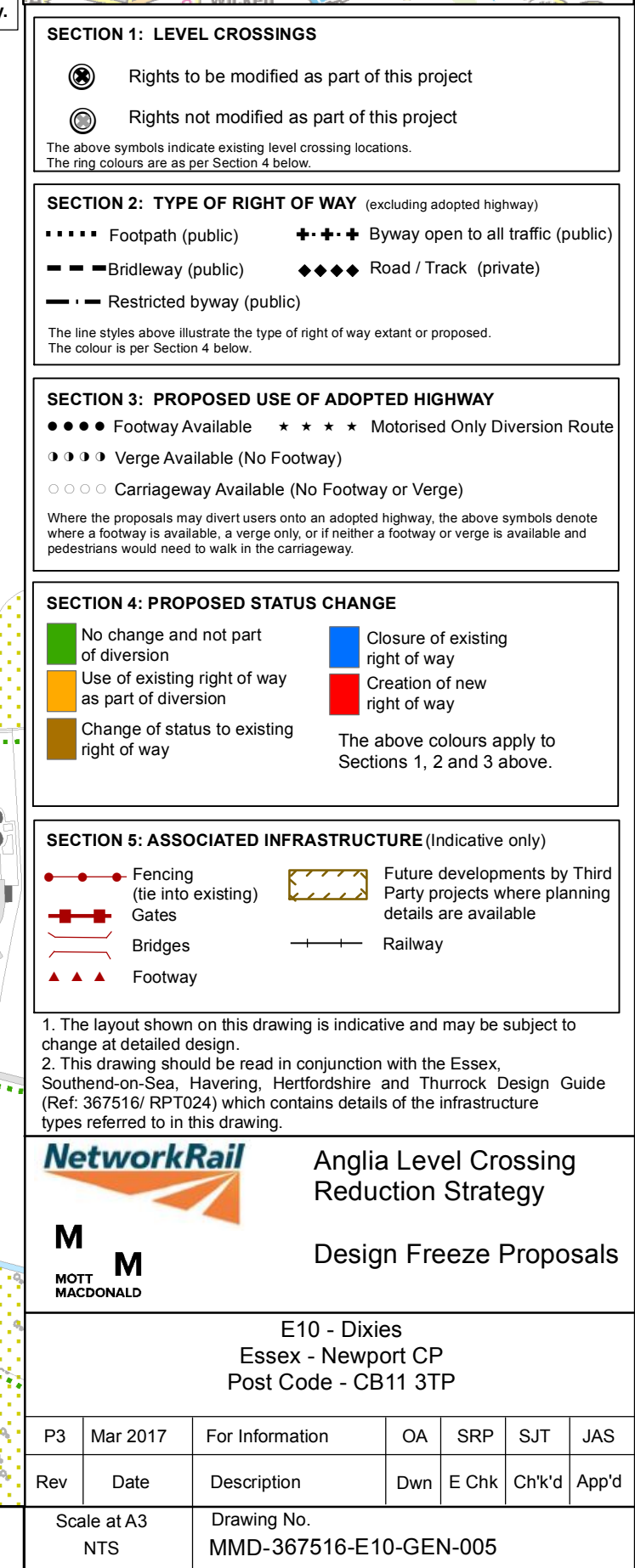
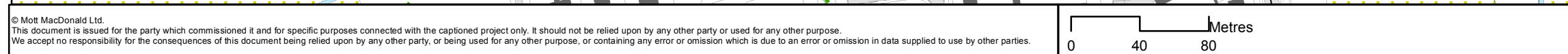
NetworkRail Anglia Level Crossing Reduction Strategy

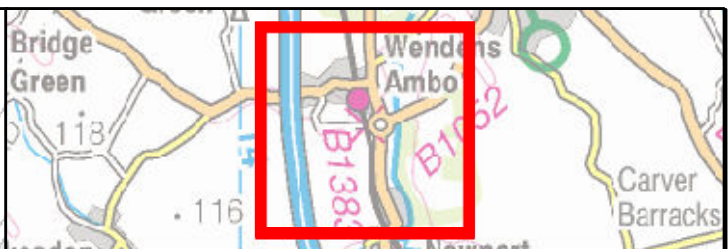
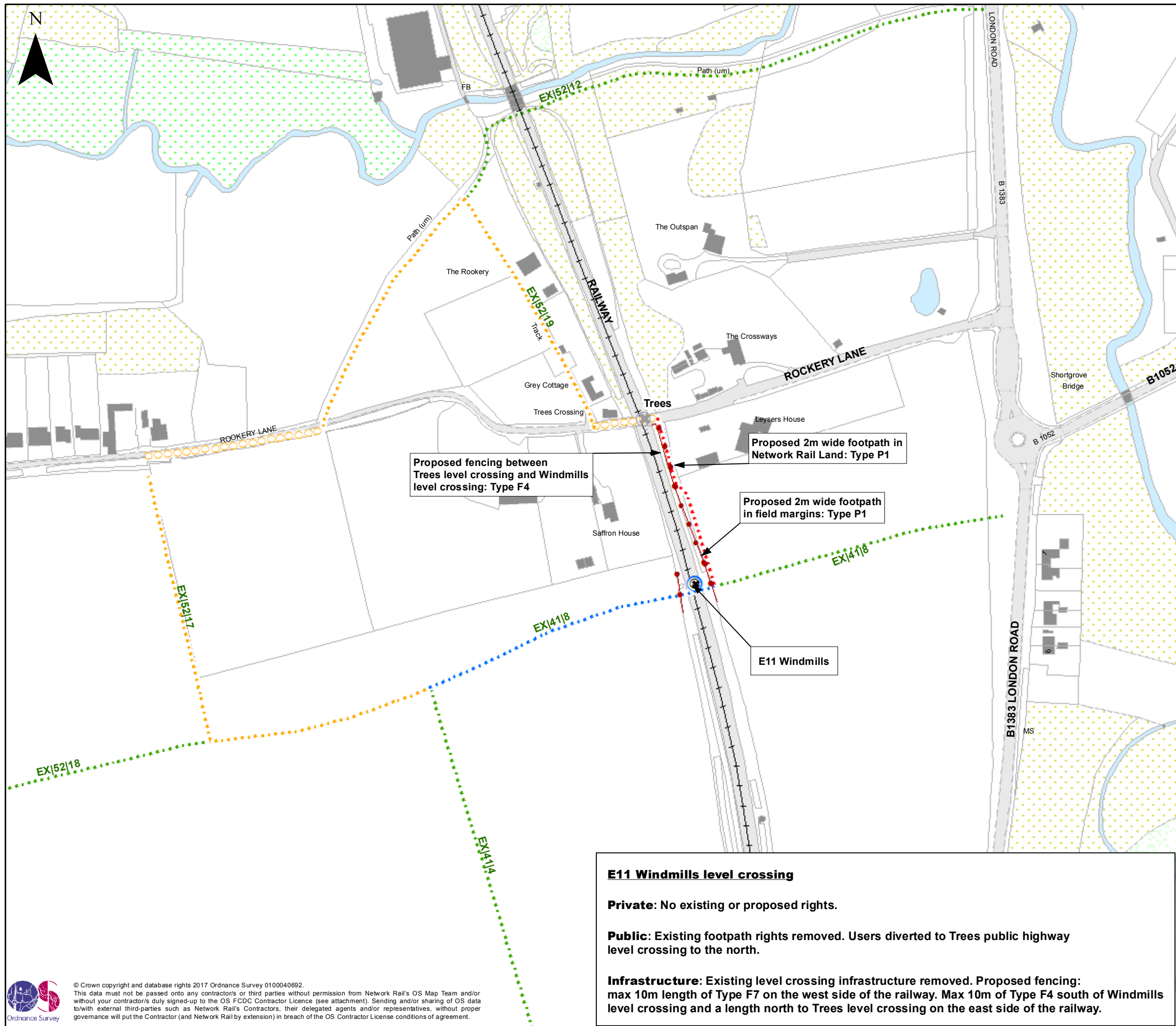
M M Design Freeze Proposals
MOTT MACDONALD

E09 - Elephant
Essex - Newport CP
Post Code CB113PE

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS Drawing No. MMD- 367516-E09-GEN-005





SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only Diversion Route

○ ○ ○ ○ Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

● — ● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates

— Bridges

▲ ▲ ▲ Footway

— + — Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

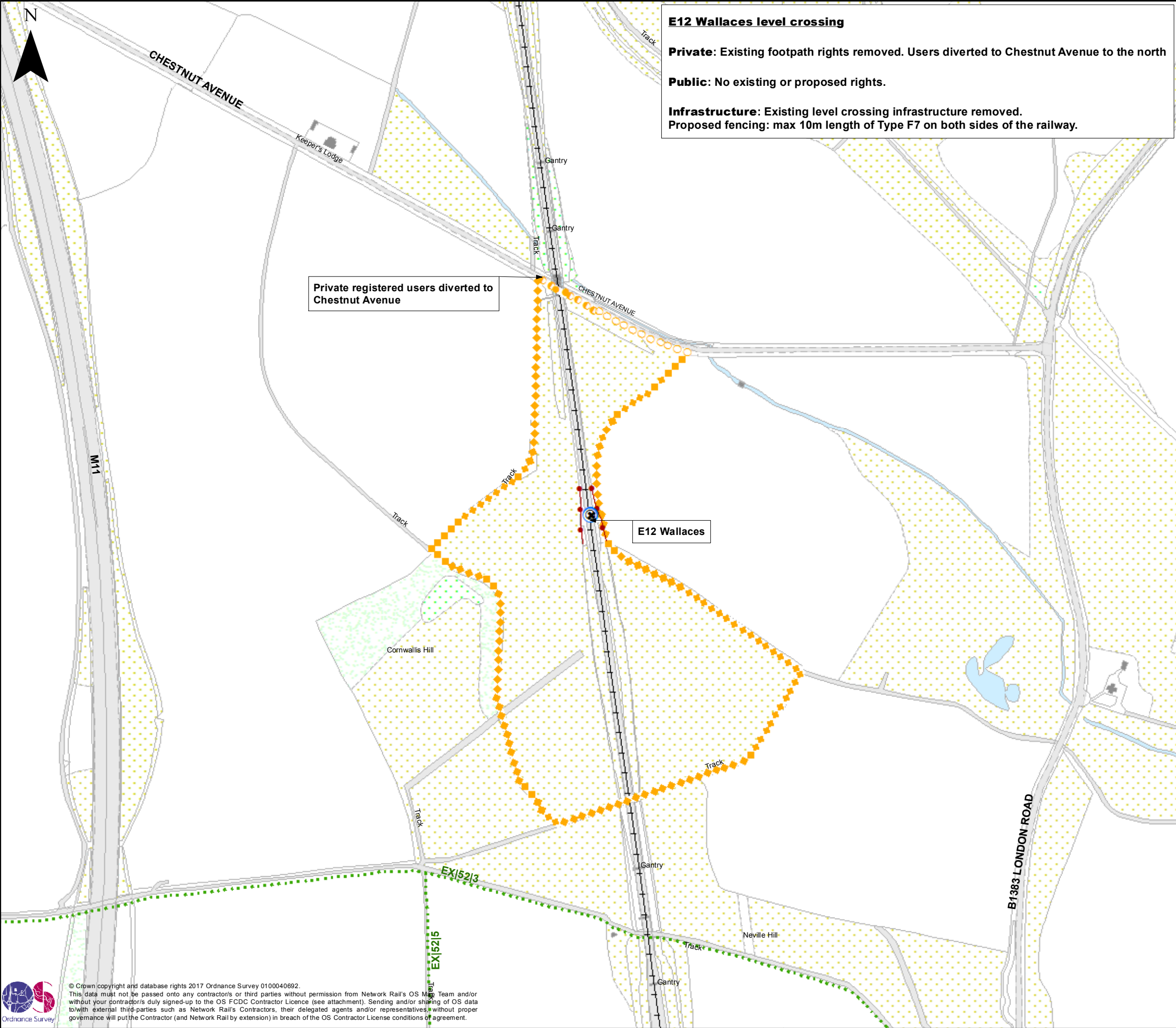
MOTT MACDONALD

E11 - Windmills Essex - Newport CP Post Code - CM11 4JR						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS	Drawing No. MMD-367516-E11-GEN-005
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E12 Wallace's level crossing

Private: Existing footpath rights removed. Users diverted to Chestnut Avenue to the north

Public: No existing or proposed rights.

Infrastructure: Existing level crossing infrastructure removed.
Proposed fencing: max 10m length of Type F7 on both sides of the railway.

Private registered users diverted to Chestnut Avenue

E12 Wallace's



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing Reduction Strategy



Design Freeze Proposals

E12 - Wallace's
Essex - Wendens Ambo CP
Post Code - CO11 4JH

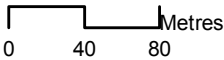
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

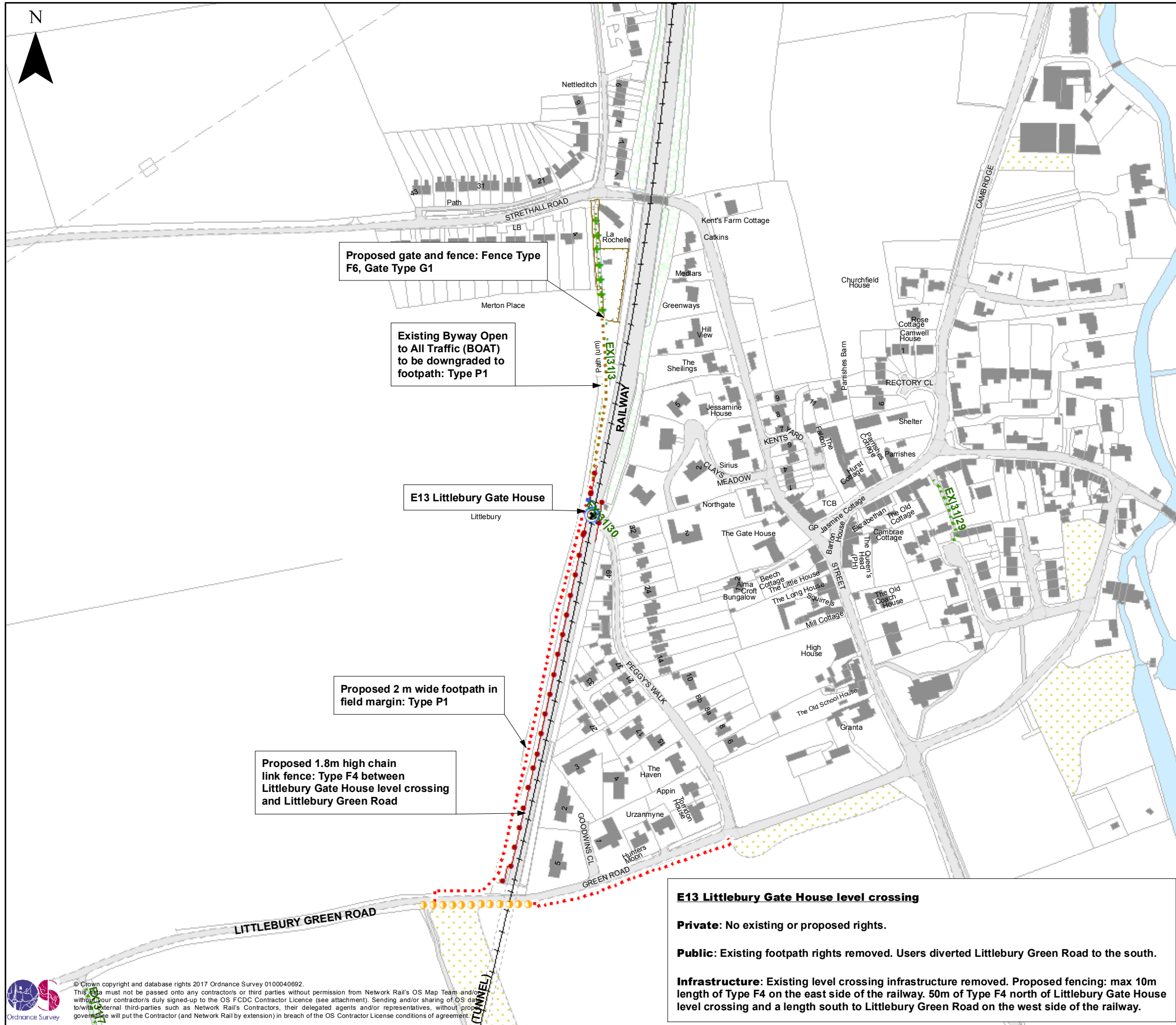
Scale at A3
NTS

Drawing No.
MMD-367516-E12-GEN-005

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SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Closure of existing right of way
 - Use of existing right of way as part of diversion
 - Creation of new right of way
 - Change of status to existing right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing
Reduction Strategy

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Design Freeze Proposals

E13 - Littlebury Gate House
Essex - Littlebury CP
Post Code - CO11 4TX

P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

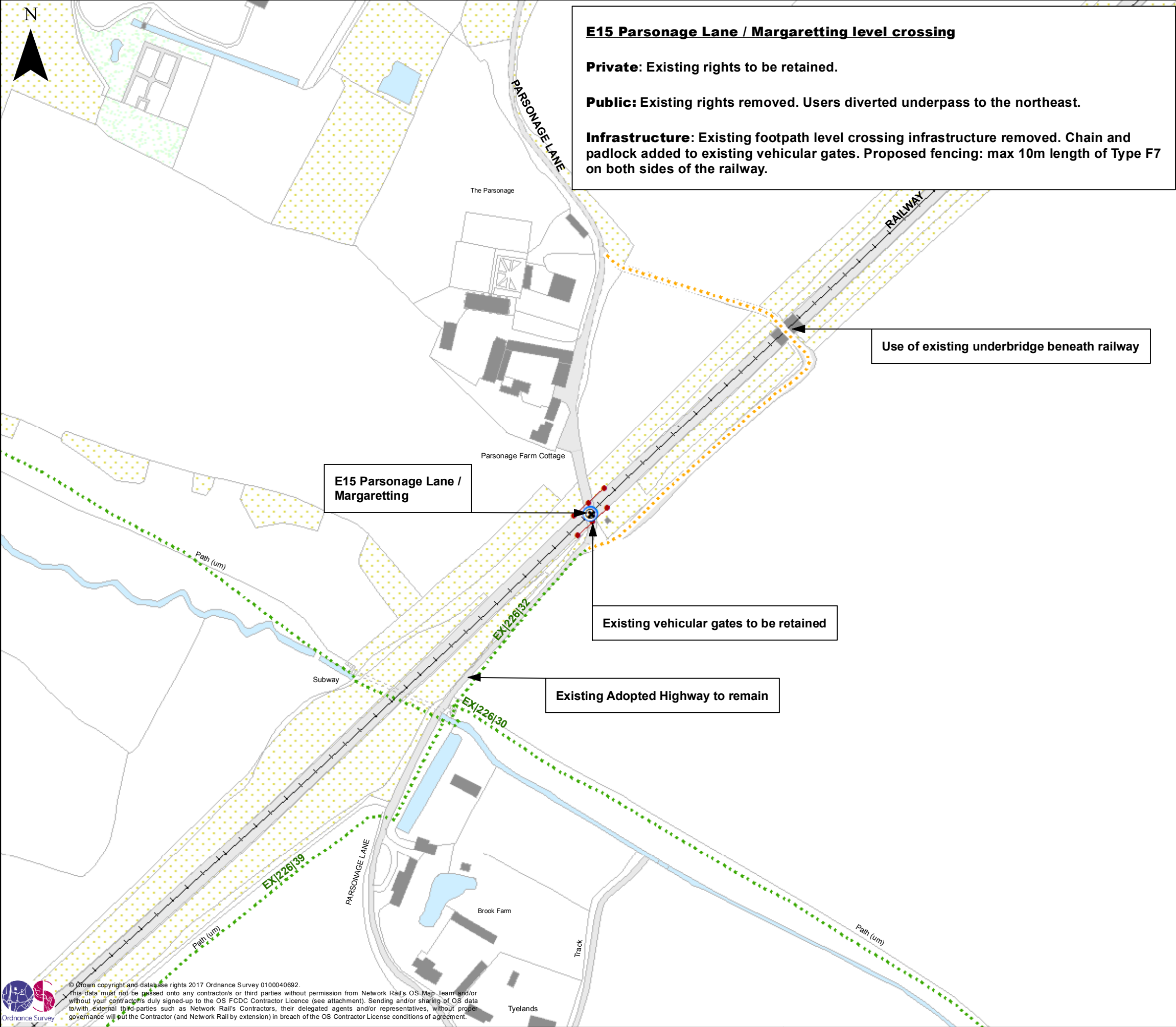
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0 40 80 Metres



E15 Parsonage Lane / Margaretting level crossing

Private: Existing rights to be retained.

Public: Existing rights removed. Users diverted underpass to the northeast.

Infrastructure: Existing footpath level crossing infrastructure removed. Chain and padlock added to existing vehicular gates. Proposed fencing: max 10m length of Type F7 on both sides of the railway.

Use of existing underbridge beneath railway

E15 Parsonage Lane / Margaretting

Existing vehicular gates to be retained

Existing Adopted Highway to remain



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing Reduction Strategy



Design Freeze Proposals

E15 - Parsonage Lane / Margaretting
Essex - Margaretting CP
Post Code - CM4 9JJ

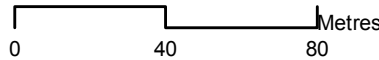
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

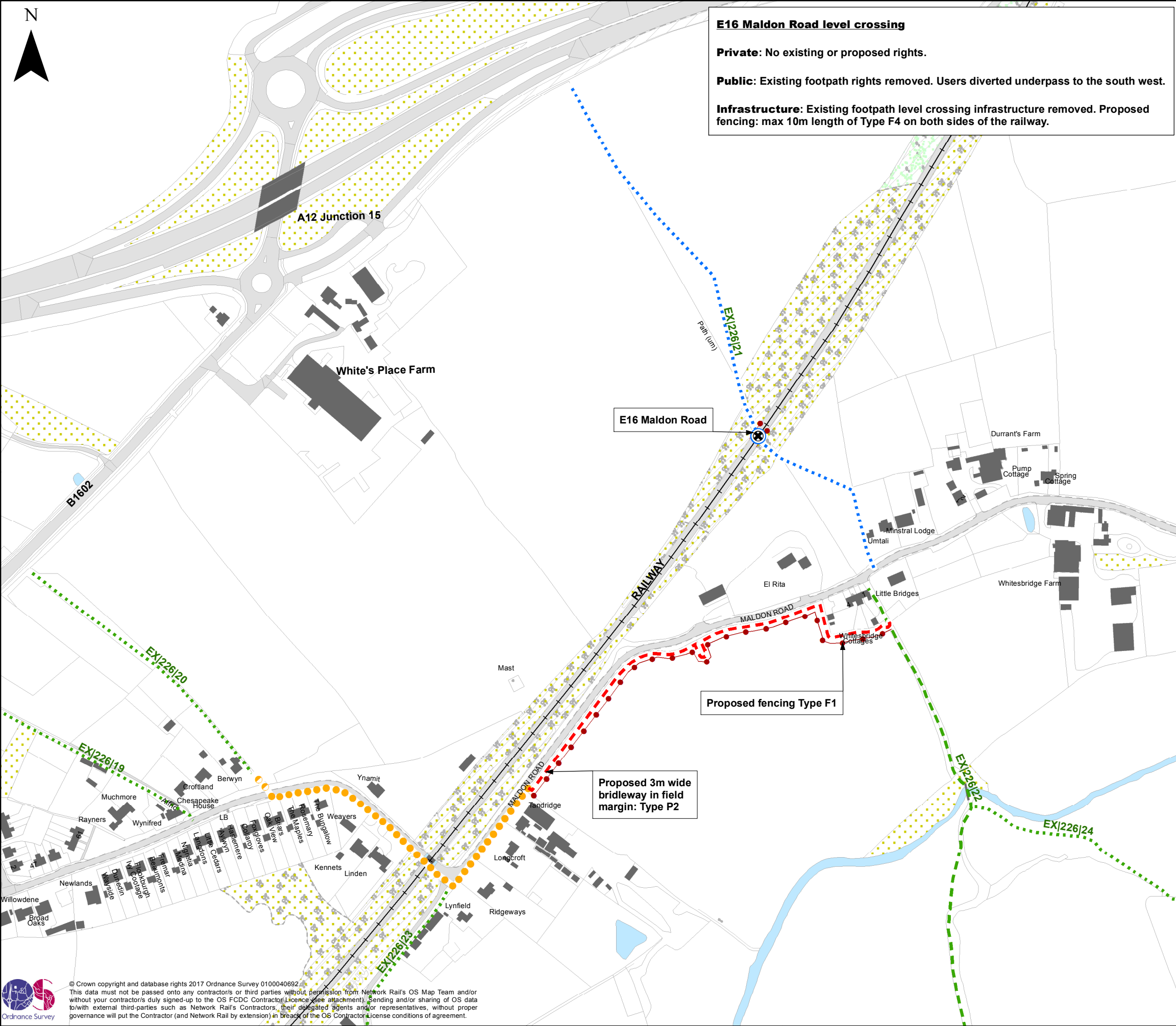
Scale at A3
NTS

Drawing No.
MMD-367516-E15-GEN-005

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E16 Maldon Road level crossing

Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted underpass to the south west.

Infrastructure: Existing footpath level crossing infrastructure removed. Proposed fencing: max 10m length of Type F4 on both sides of the railway.



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

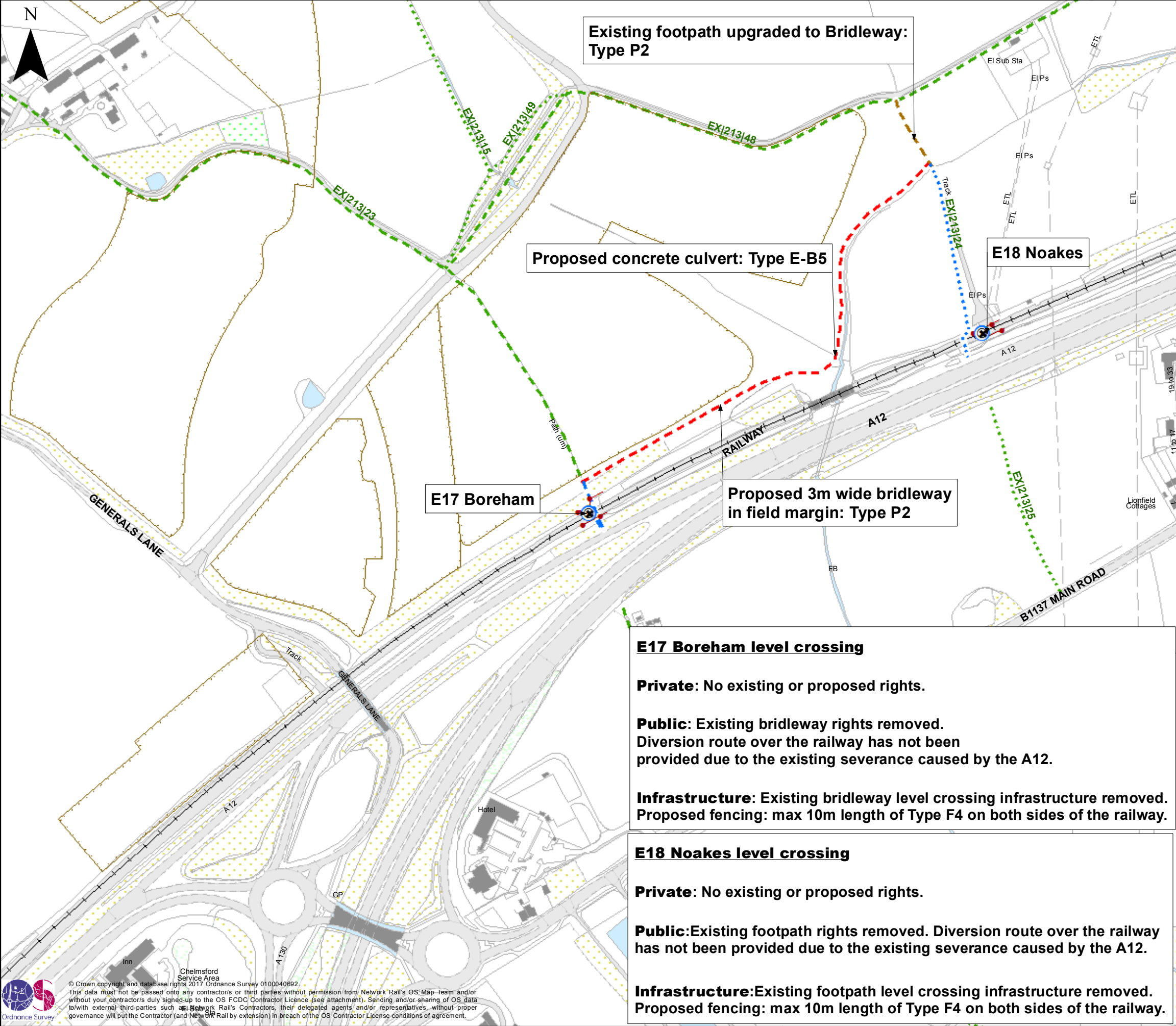
Anglia Level Crossing Reduction Strategy
Design Freeze Proposals

E16 - Maldon Road
Essex - Margaretting CP
Post Code - CM4 9JS

P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD-367516-E16-GEN-005



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Use of existing right of way as part of diversion

Change of status to existing right of way

Closure of existing right of way

Creation of new right of way
The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

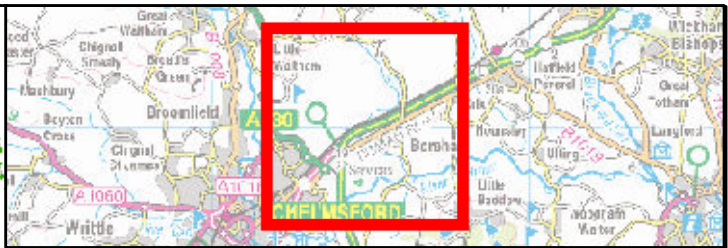
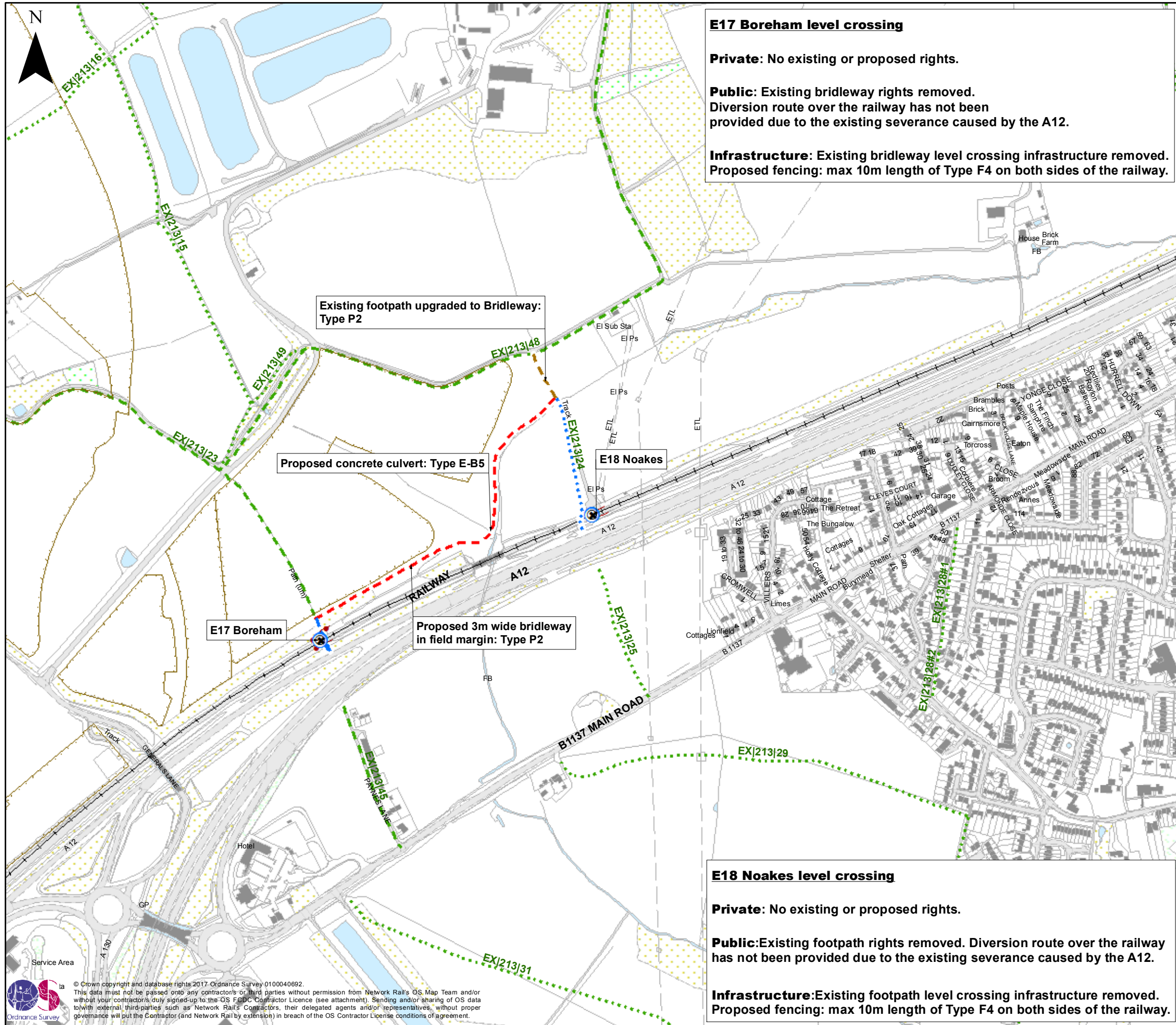
Design Freeze Proposals

E17 - Boreham
Essex - Boreham CP
Post Code - CM3 3HH

P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD-367516-E17-GEN-005



SECTION 1: LEVEL CROSSINGS

- ⊗ Rights to be modified as part of this project
- ⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- + + + Byway open to all traffic (public)
- ◆◆◆ Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- ★ ★ ★ ★ Motorised Only Diversion Route
- Verge Available (No Footway)
- ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- Green: No change and not part of diversion
 - Orange: Use of existing right of way as part of diversion
 - Brown: Change of status to existing right of way
 - Blue: Closure of existing right of way
 - Red: Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Red line: Fencing (tie into existing)
- Red square: Gates
- Red line: Bridges
- Red triangle: Footway
- Yellow box: Future developments by Third Party projects where planning details are available
- Black line: Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



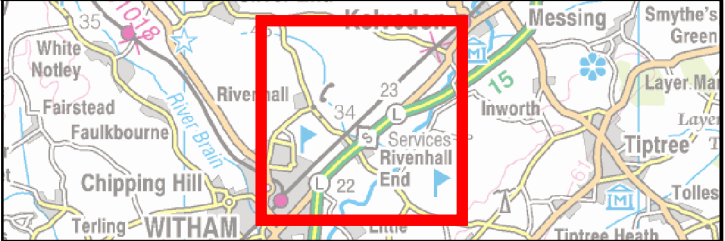
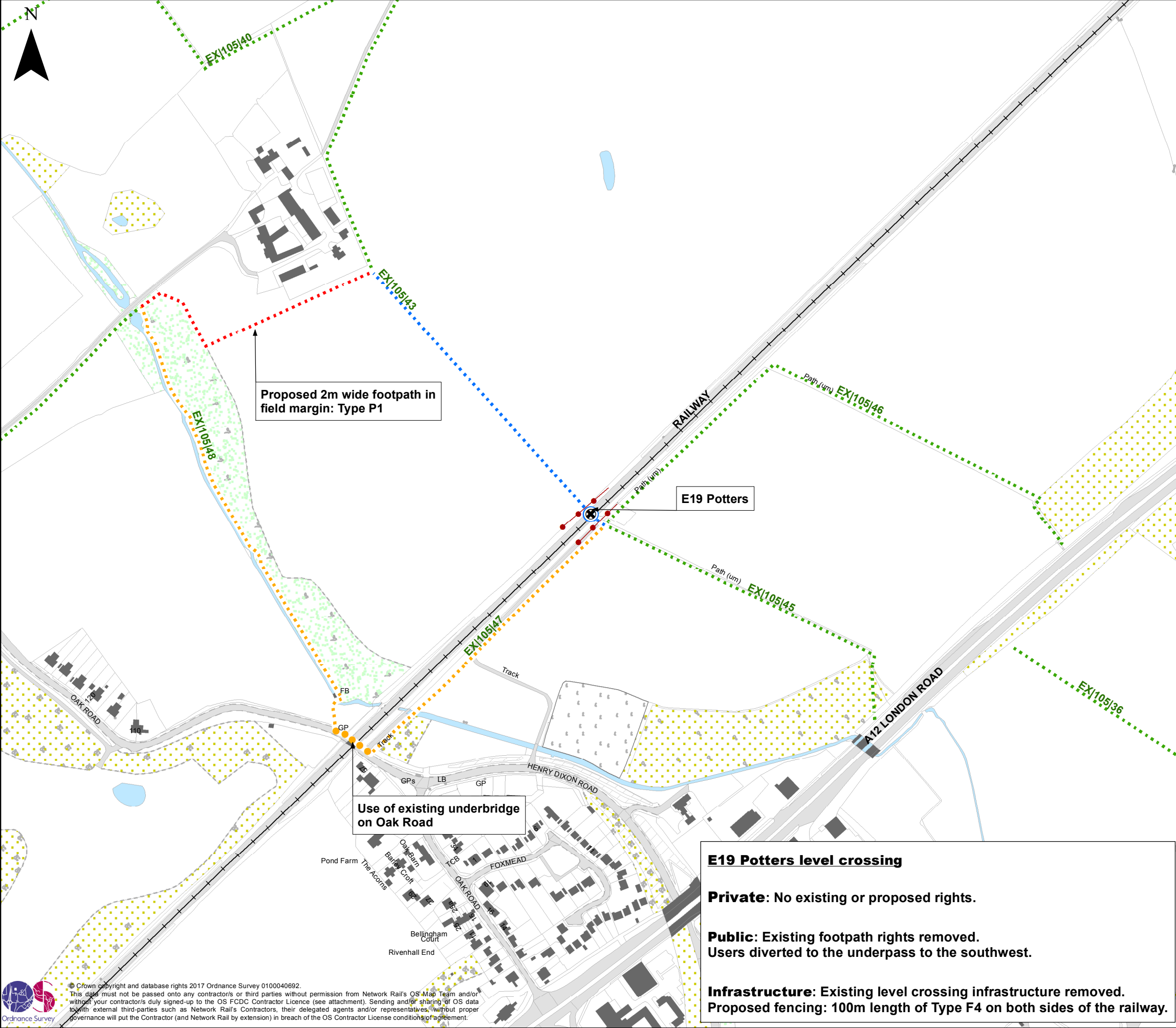
Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

E18 - Noakes
Essex - Boreham CP
Post Code - CM3 3HH

P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD-367516-E18-GEN-005				



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

.....

 Footpath (public)

— — —

 Bridleway (public)

— · —

 Restricted byway (public)

+++

 Byway open to all traffic (public)

◆◆◆

 Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●●

 Footway Available

●●●●

 Verge Available (No Footway)

○ ○ ○ ○

 Carriageway Available (No Footway or Verge)

★ ★ ★ ★

 Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion
 Use of existing right of way as part of diversion
 Change of status to existing right of way

Closure of existing right of way
 Creation of new right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

Fencing (tie into existing)
 Gates
 Bridges
 Footway

Future developments by Third Party projects where planning details are available
 Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy
 Design Freeze Proposals

E19 - Potters
Essex - Rivenhall CP
Post Code - CM8 3HR

P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

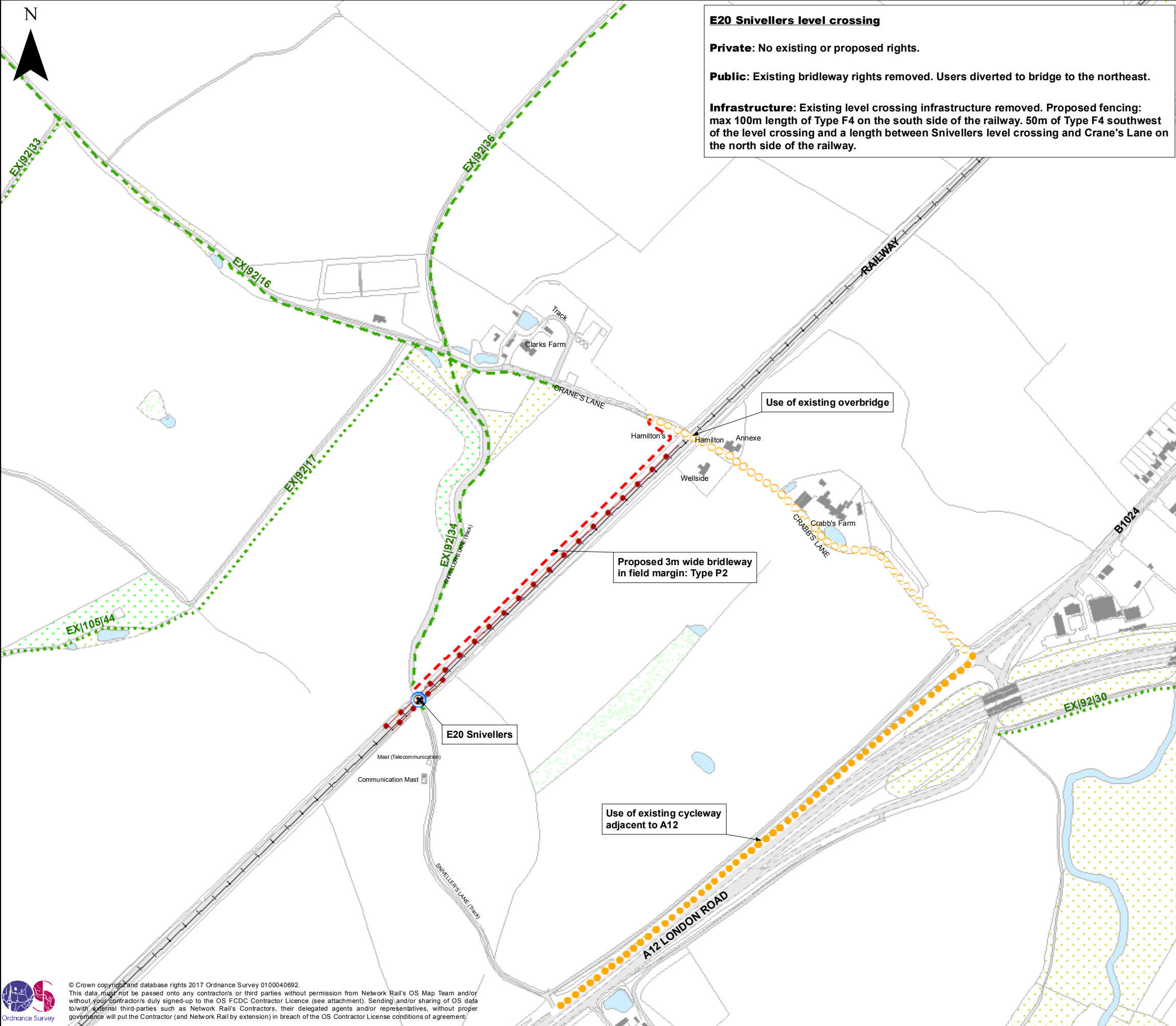
Scale at A3
NTS

Drawing No.
MMD-367516-E19-GEN-005

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C:\Users\lap63223\Desktop\Anglia_Level_Crossings_20170120\Anglia_Level_Crossings_20170120\Anglia_Level_Crossings_20170120\367516 Design Freeze Proposal Plans - Alternative Format Essex_20170214.mxd



E20 Snivellers level crossing

Private: No existing or proposed rights.

Public: Existing bridleway rights removed. Users diverted to bridge to the northeast.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 100m length of Type F4 on the south side of the railway. 50m of Type F4 southwest of the level crossing and a length between Snivellers level crossing and Crane's Lane on the north side of the railway.



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

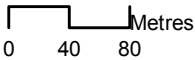
E20 - Snivellers
Essex - Kelvedon CP
Post Code - CO5 9AY

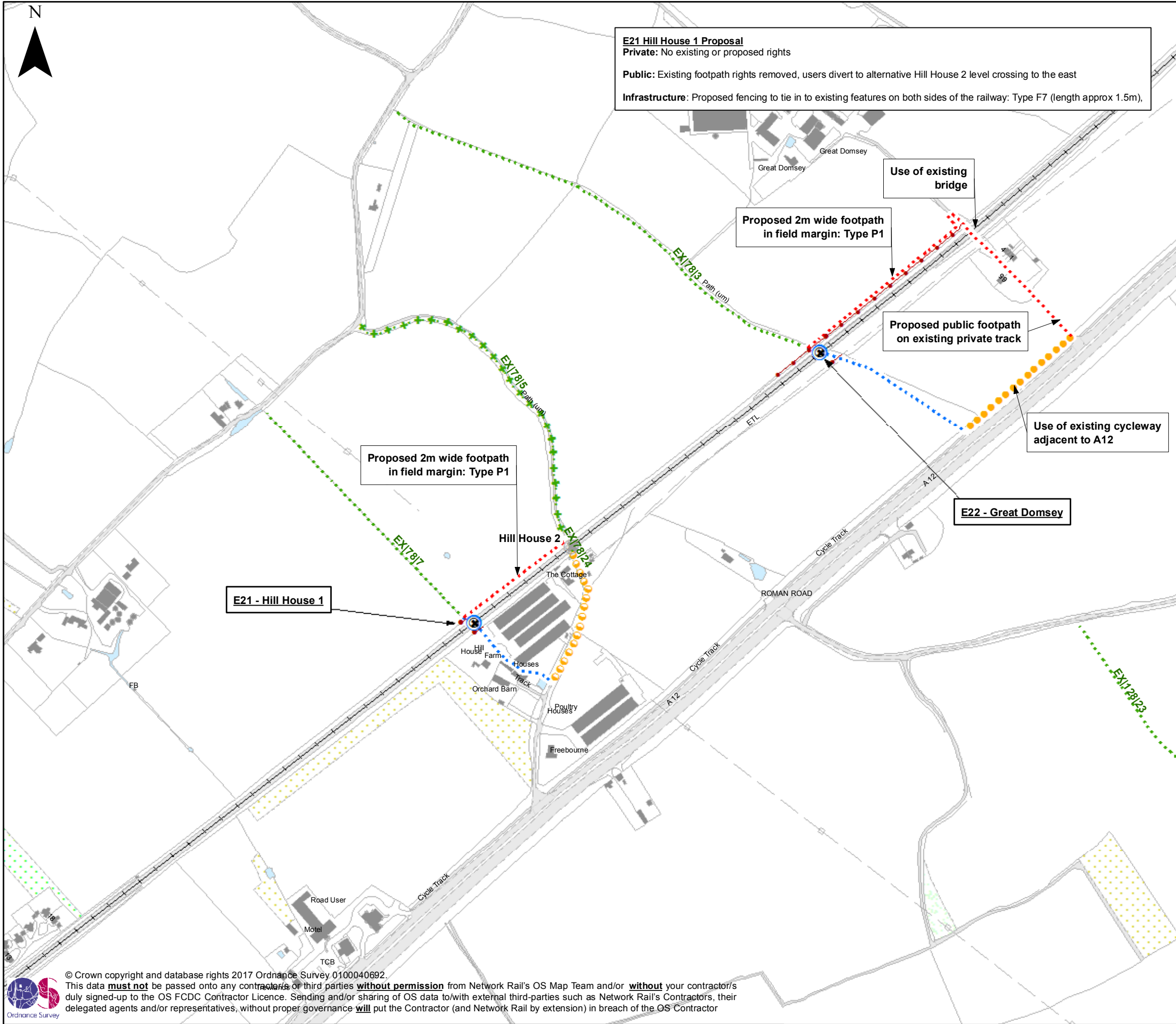
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD-367516-E20-GEN-005				



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SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★ ★ ★ ★ Motorised Only

●●●● Verge Available (No Footway) Diversion Route

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

--- Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

--- Gates --- Railway

--- Bridges

▲▲▲▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

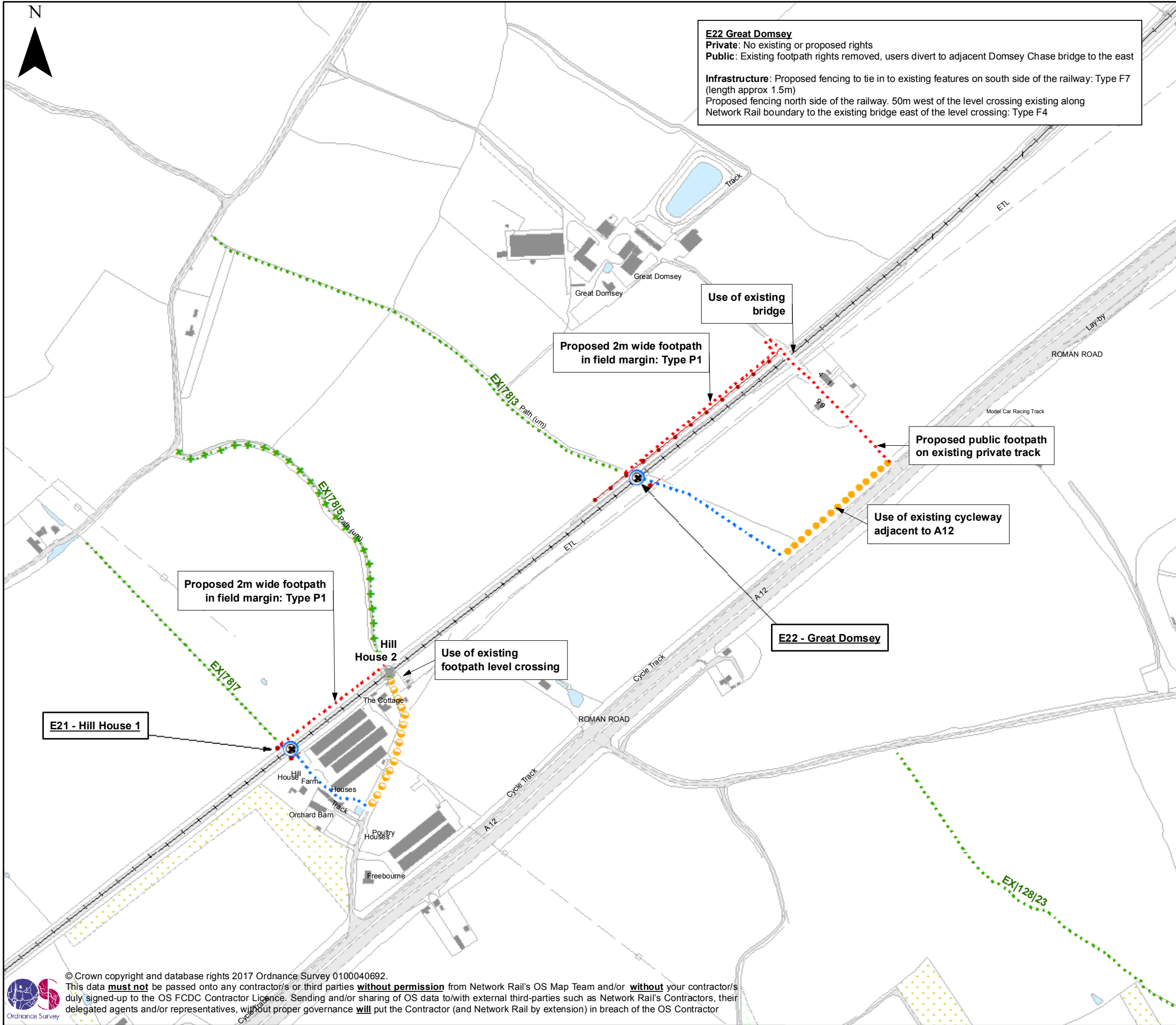
Network Rail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

E21 - Hill House 1 Essex - Feering CP Post Code CO5 9EN						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E21-GEN-005



E22 Great Domsey
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Domsey Chase bridge to the east
Infrastructure: Proposed fencing to tie in to existing features on south side of the railway: Type F7 (length approx 1.5m)
Proposed fencing north side of the railway. 50m west of the level crossing existing along Network Rail boundary to the existing bridge east of the level crossing: Type F4



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)

Motorised Only
Diversión Route
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Use of existing right of way as part of diversion

Change of status to existing right of way

Closure of existing right of way

Creation of new right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy
Design Freeze Proposals

E22 - Great Domsey
Essex - Feering CP
Post Code CO5 9EP

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

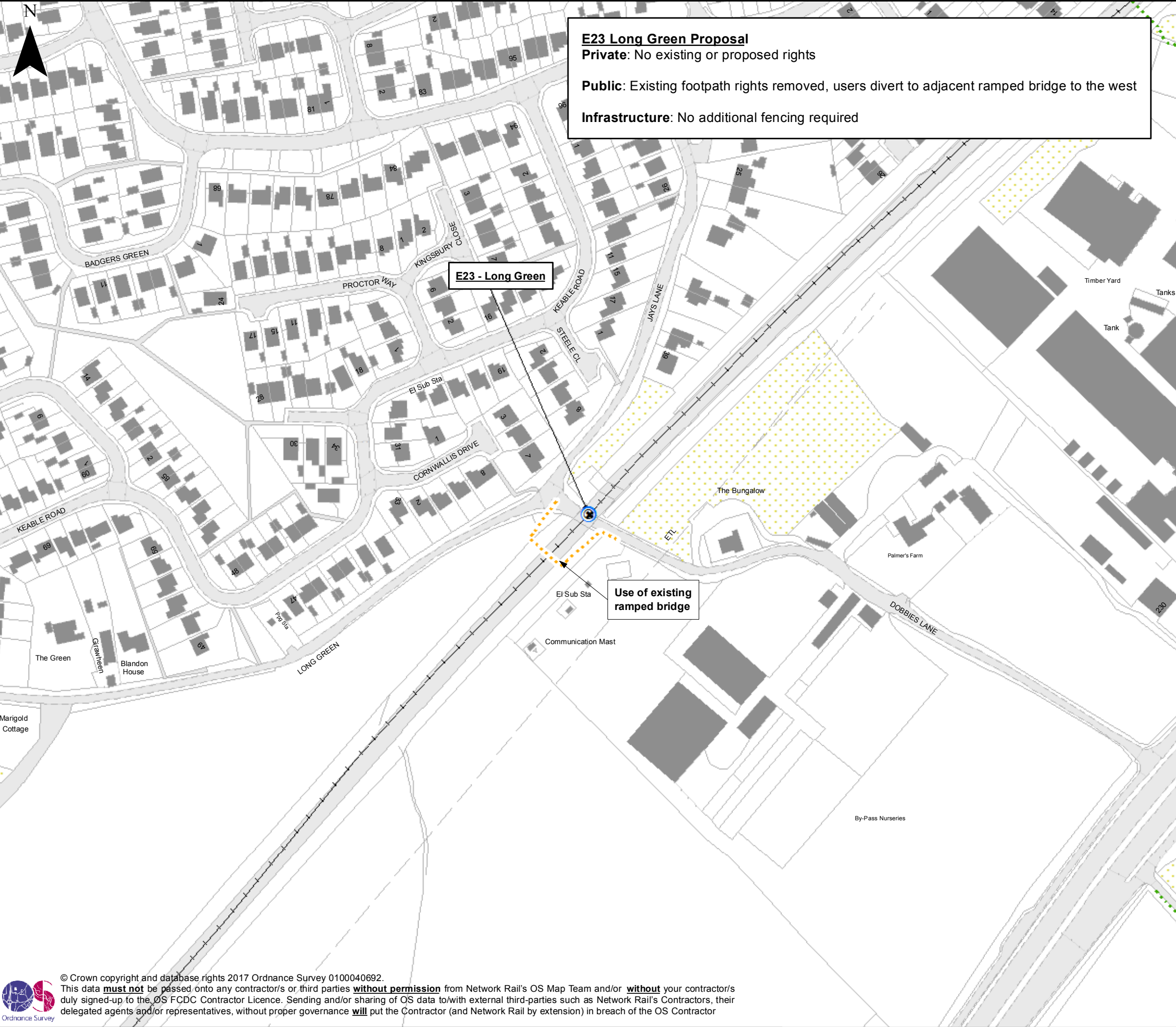
Scale at A3
NTS

Drawing No.
MMD- 367516-E22-GEN-005

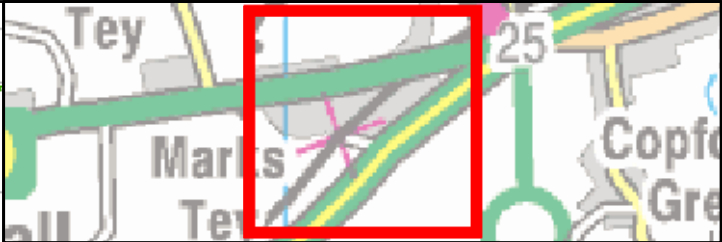
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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



E23 Long Green Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent ramped bridge to the west
Infrastructure: No additional fencing required



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public) Byway open to all traffic (public)

Bridleway (public) Road / Track (private)

Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available Motorised Only

Verge Available (No Footway) Diversion Route

Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion Closure of existing right of way

Use of existing right of way as part of diversion Creation of new right of way

Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing) Future developments by Third Party projects where planning details are available

Gates Railway

Bridges

Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

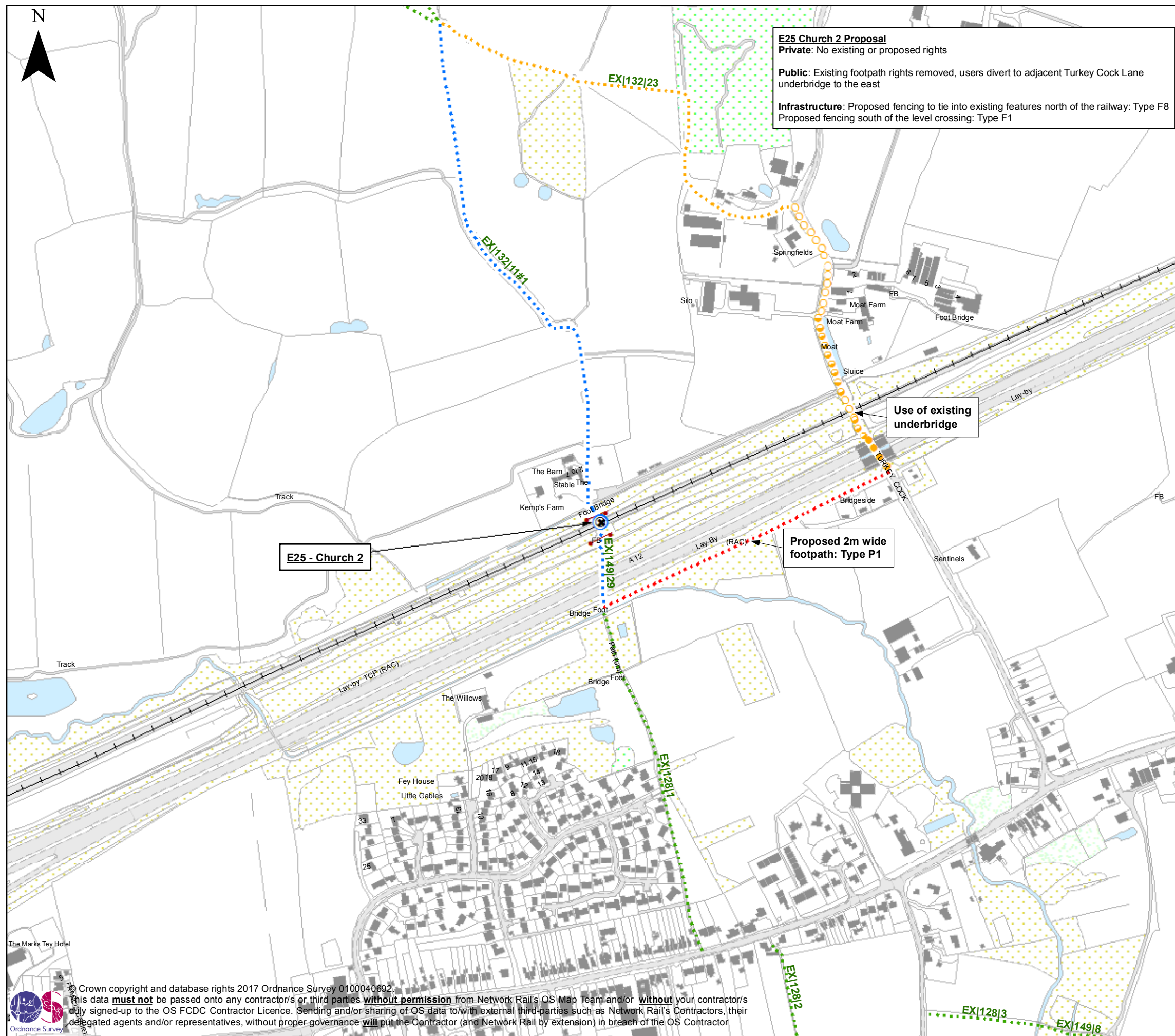
Design Freeze Proposals

E23 - Long Green
Essex - Marks Tey CP
Post Code CO6 1XP

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E23-GEN-005



E25 Church 2 Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Turkey Cock Lane underbridge to the east
Infrastructure: Proposed fencing to tie into existing features north of the railway: Type F8
Proposed fencing south of the level crossing: Type F1



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project
⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)
- - - Bridleway (public) ◆ ◆ ◆ Road / Track (private)
- . - Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only
○ ○ ○ ○ Verge Available (No Footway) Diversion Route
○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way
■ Use of existing right of way as part of diversion ■ Creation of new right of way
■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing) — Future developments by Third Party projects where planning details are available
— Gates — Railway
— Bridges
▲ ▲ ▲ ▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

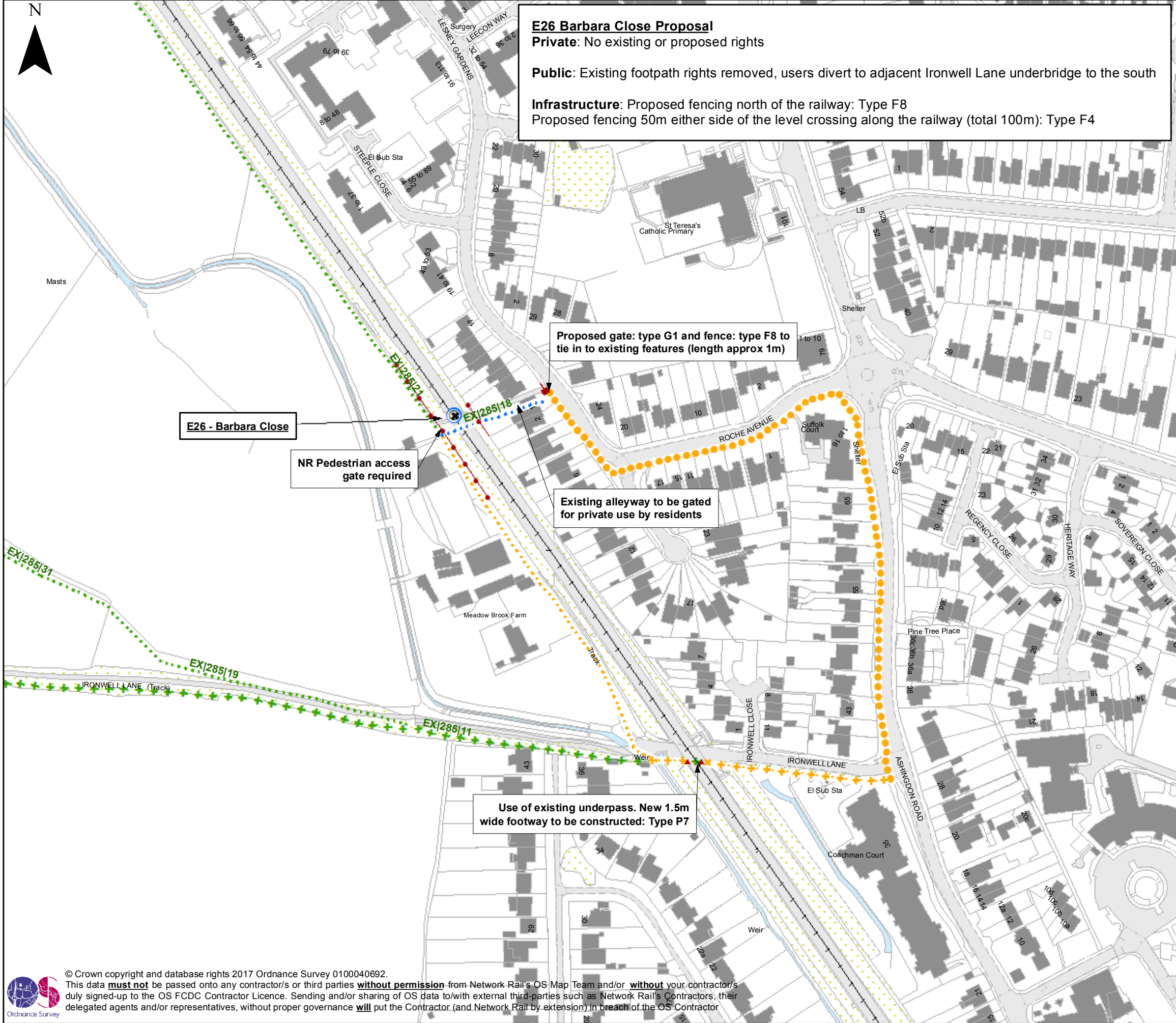


Anglia Level Crossing Reduction Strategy

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MACDONALD

Design Freeze Proposals

E25 - Church 2 Essex - Stanway CP Post Code CO3 8NB						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E25-GEN-005				



E26 Barbara Close Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Ironwell Lane underbridge to the south

Infrastructure: Proposed fencing north of the railway: Type F8
Proposed fencing 50m either side of the level crossing along the railway (total 100m): Type F4



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

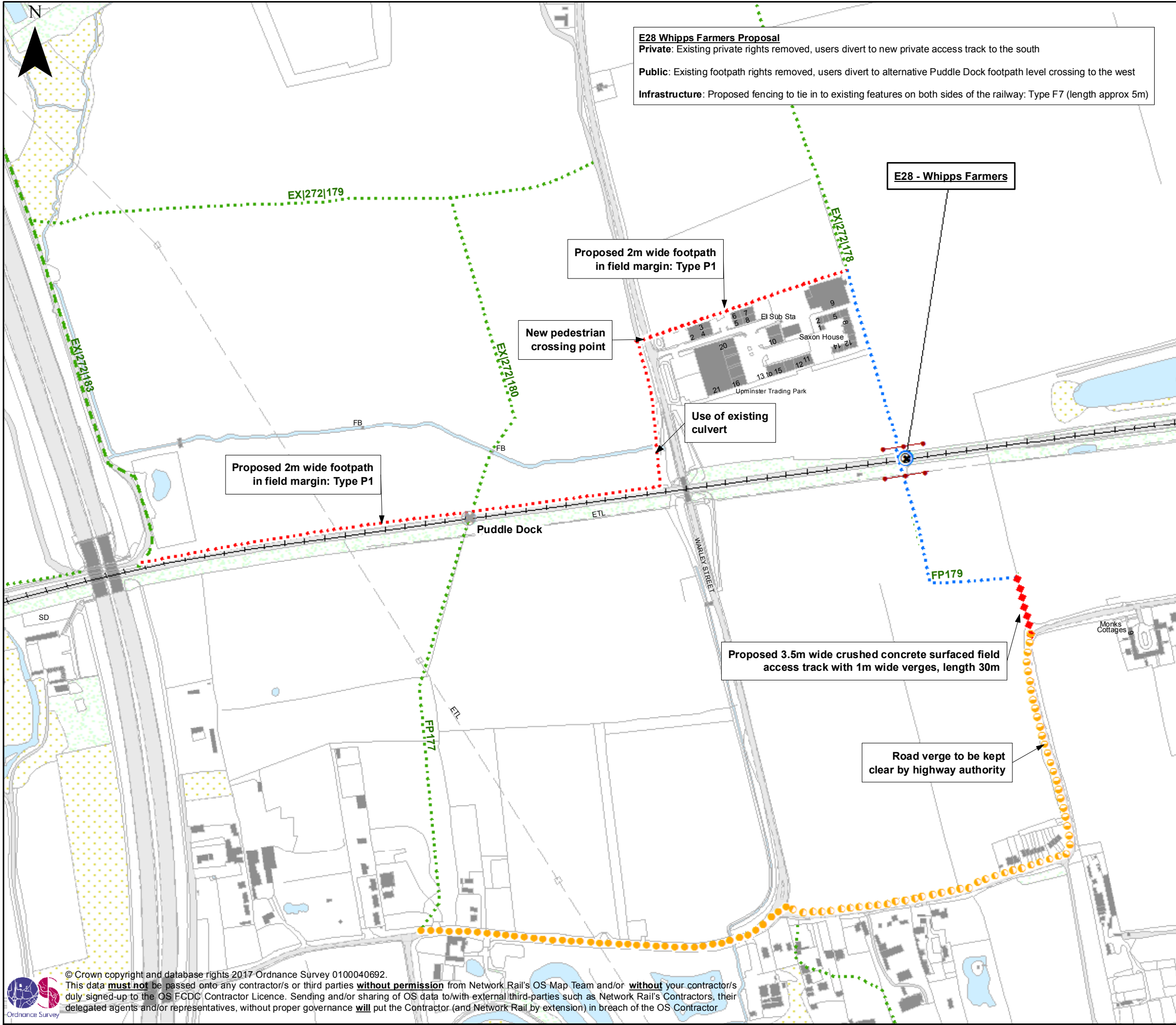
Design Freeze Proposals

E26 - Barbara Close
Essex - Hawkwell CP
Post Code SS4 1NQ

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E26-GEN-005



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Use of existing right of way as part of diversion

Change of status to existing right of way

Closure of existing right of way

Creation of new right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

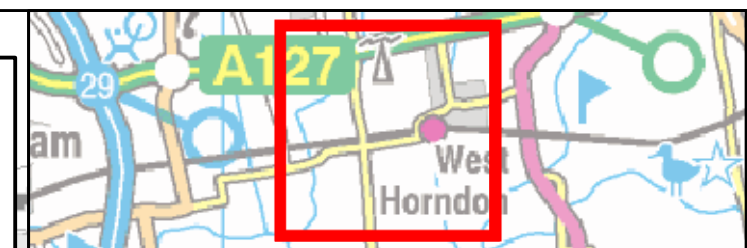
Anglia Level Crossing Reduction Strategy

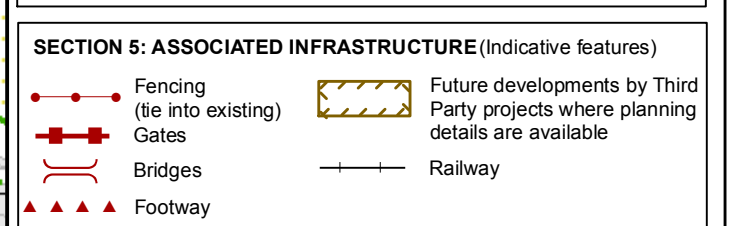
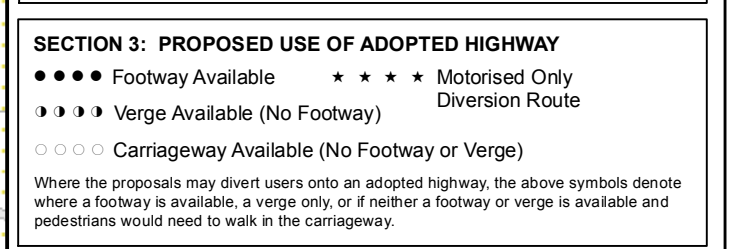
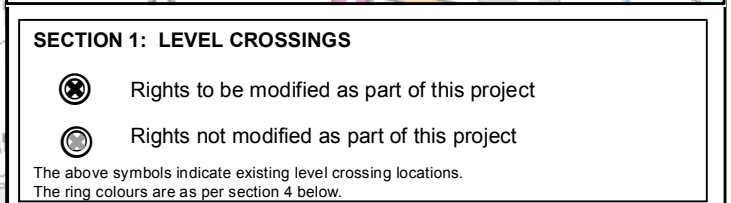
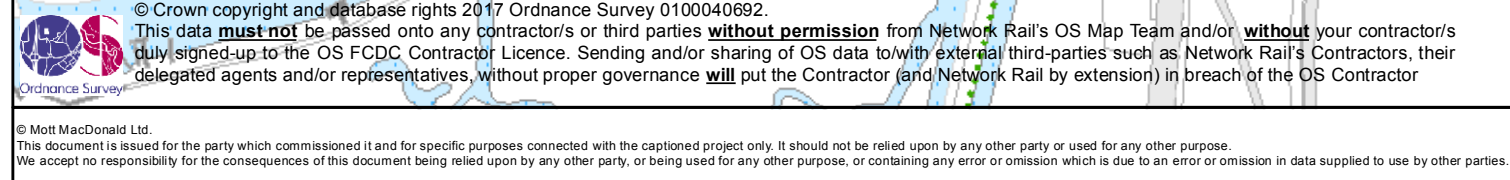
Design Freeze Proposals

E28 - Whipps Farmers Essex - Brentwood District (B) Post Code RM143PJ						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

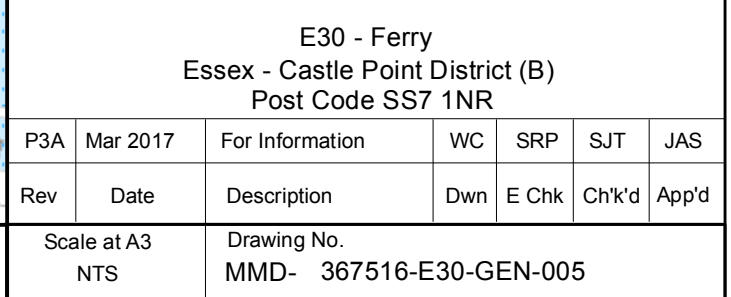
Scale at A3
NTS

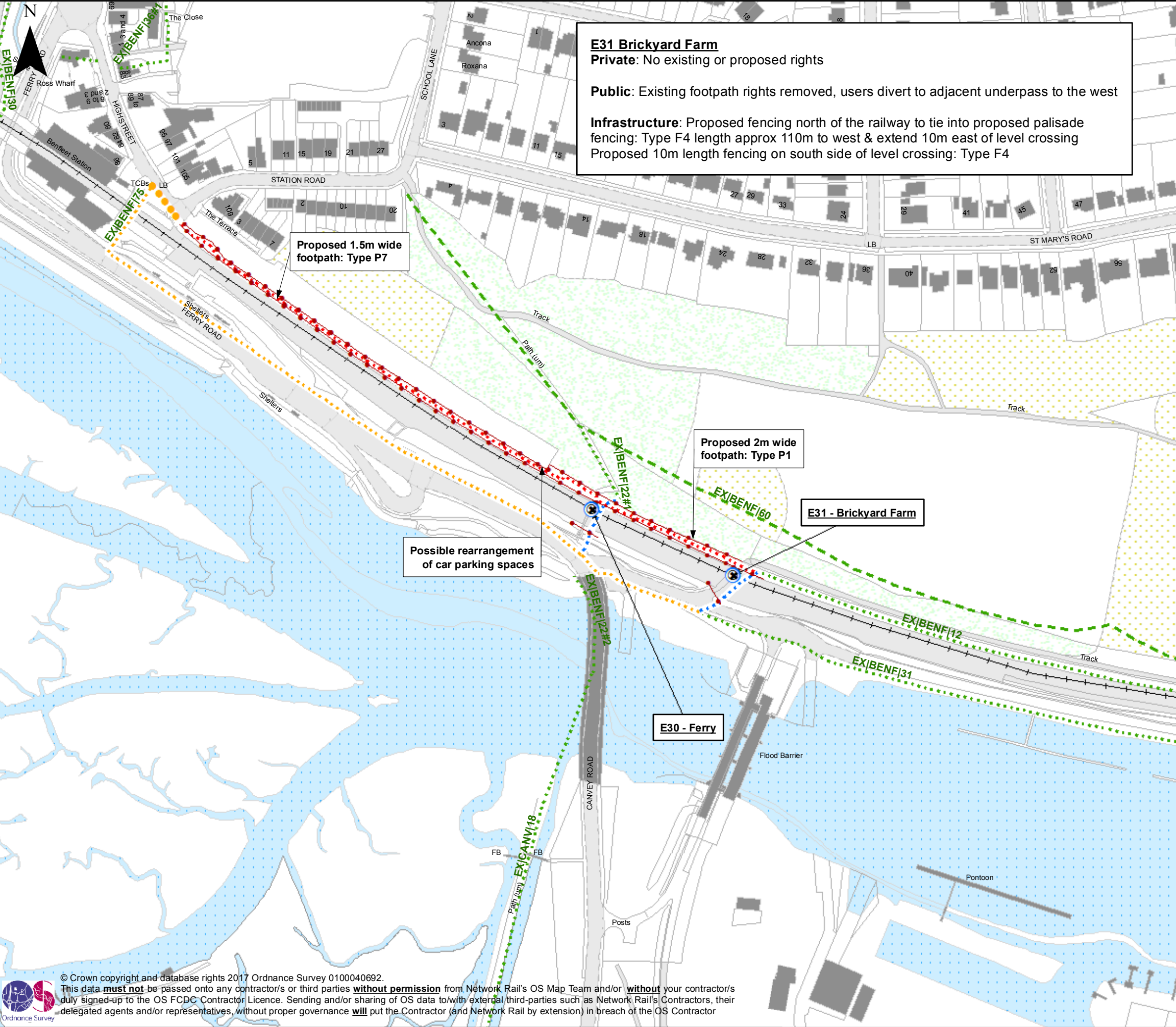
Drawing No.
MMD- 367516-E28-GEN-005





1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/RPT024) which contains details of the infrastructure types referred to in this drawing.

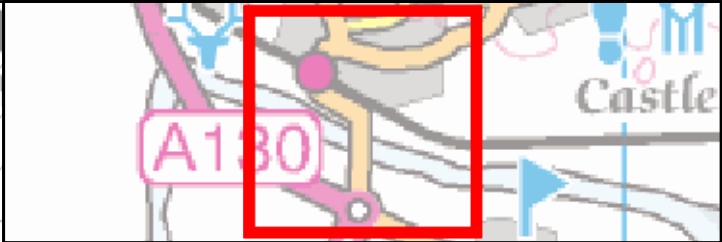




E31 Brickyard Farm
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underpass to the west

Infrastructure: Proposed fencing north of the railway to tie into proposed palisade fencing: Type F4 length approx 110m to west & extend 10m east of level crossing
Proposed 10m length fencing on south side of level crossing: Type F4



SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public)	+ + + + Byway open to all traffic (public)
--- Bridleway (public)	◆◆◆◆ Road / Track (private)
- - - Restricted byway (public)	

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available	★ ★ ★ ★ Motorised Only
●●●● Verge Available (No Footway)	Diversion Route
○ ○ ○ ○ Carriageway Available (No Footway or Verge)	

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion	Closure of existing right of way
Use of existing right of way as part of diversion	Creation of new right of way
Change of status to existing right of way	

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)	Future developments by Third Party projects where planning details are available
Gates	Railway
Bridges	
Footway	

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

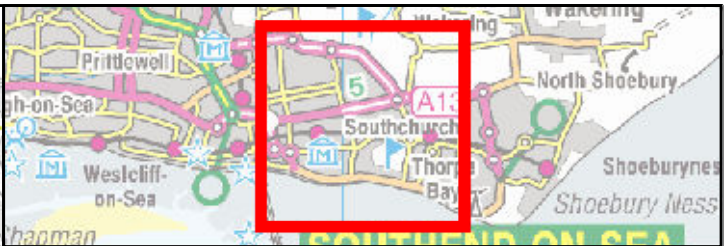
E31 - Brickyard Farm
Essex - Castle Point District (B)
Post Code SS8 0QT

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS	Drawing No. MMD- 367516-E31-GEN-005
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E32 Woodgrange Close Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Lifstan Way underbridge to the west
Infrastructure: Proposed fencing of length 2.5m either side of level crossing
Type F9 both sides of the railway



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project
⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)
- - - Bridleway (public) ◆ ◆ ◆ Road / Track (private)
- . - Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only
○ ○ ○ ○ Verge Available (No Footway) Diversion Route
○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion
■ Use of existing right of way as part of diversion
■ Change of status to existing right of way
■ Closure of existing right of way
■ Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

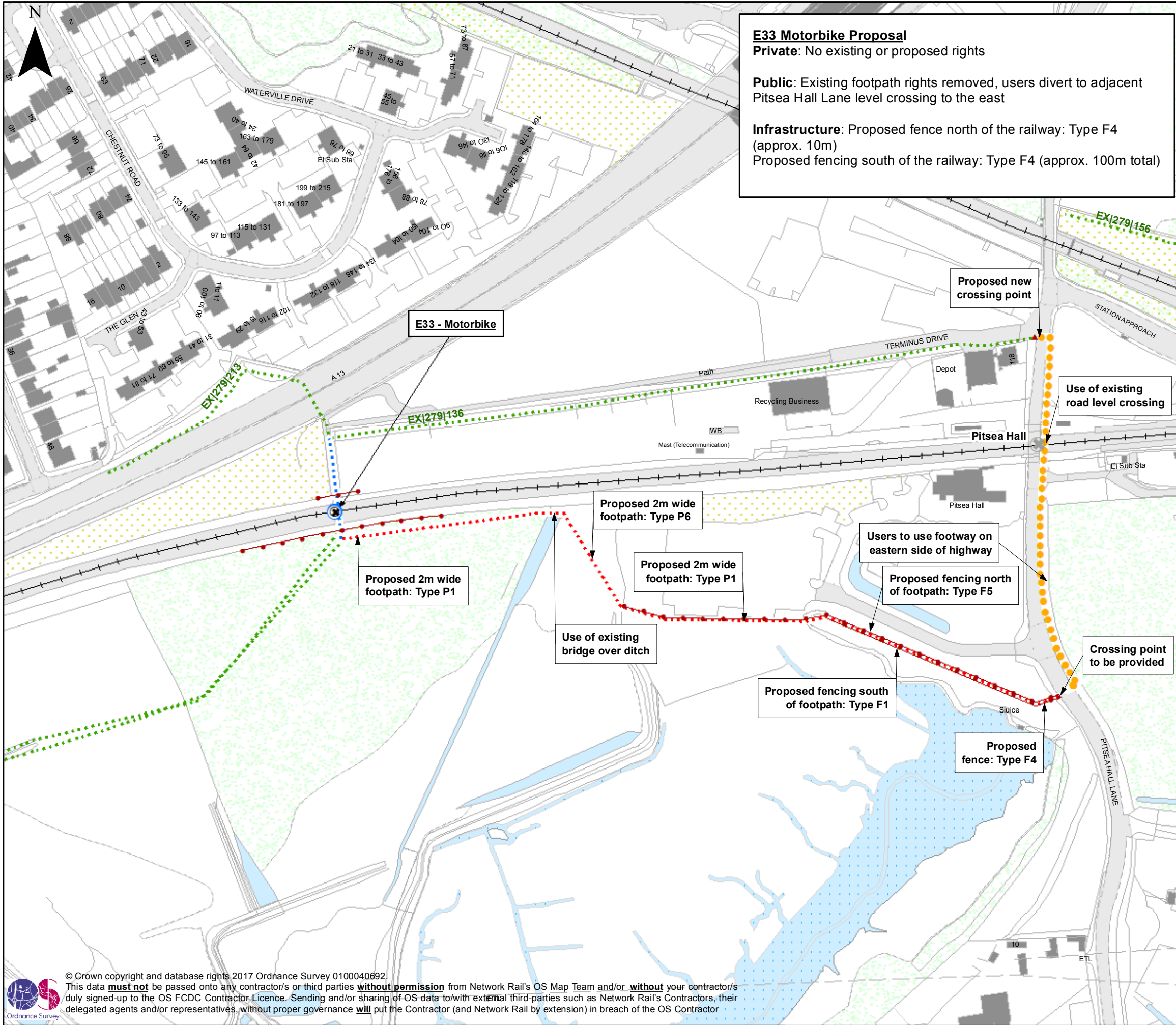
SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing)
— Gates
— Bridges
▲ Footway
Future developments by Third Party projects where planning details are available
— Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail Anglia Level Crossing Reduction Strategy
M M Design Freeze Proposals
MOTT MACDONALD

E32 - Woodgrange Close Essex - Southend-on-Sea (B) Post Code SS1 3EA						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E32-GEN-005				



E33 Motorbike Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Pitsea Hall Lane level crossing to the east
Infrastructure: Proposed fence north of the railway: Type F4 (approx. 10m)
Proposed fencing south of the railway: Type F4 (approx. 100m total)



SECTION 1: LEVEL CROSSINGS

- ⊗ Rights to be modified as part of this project
- ⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations. The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- + + + + Byway open to all traffic (public)
- ◆◆◆◆ Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed. The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- ★ ★ ★ ★ Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- ▲▲▲▲ Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

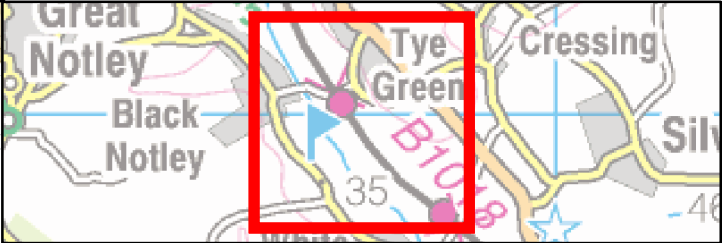
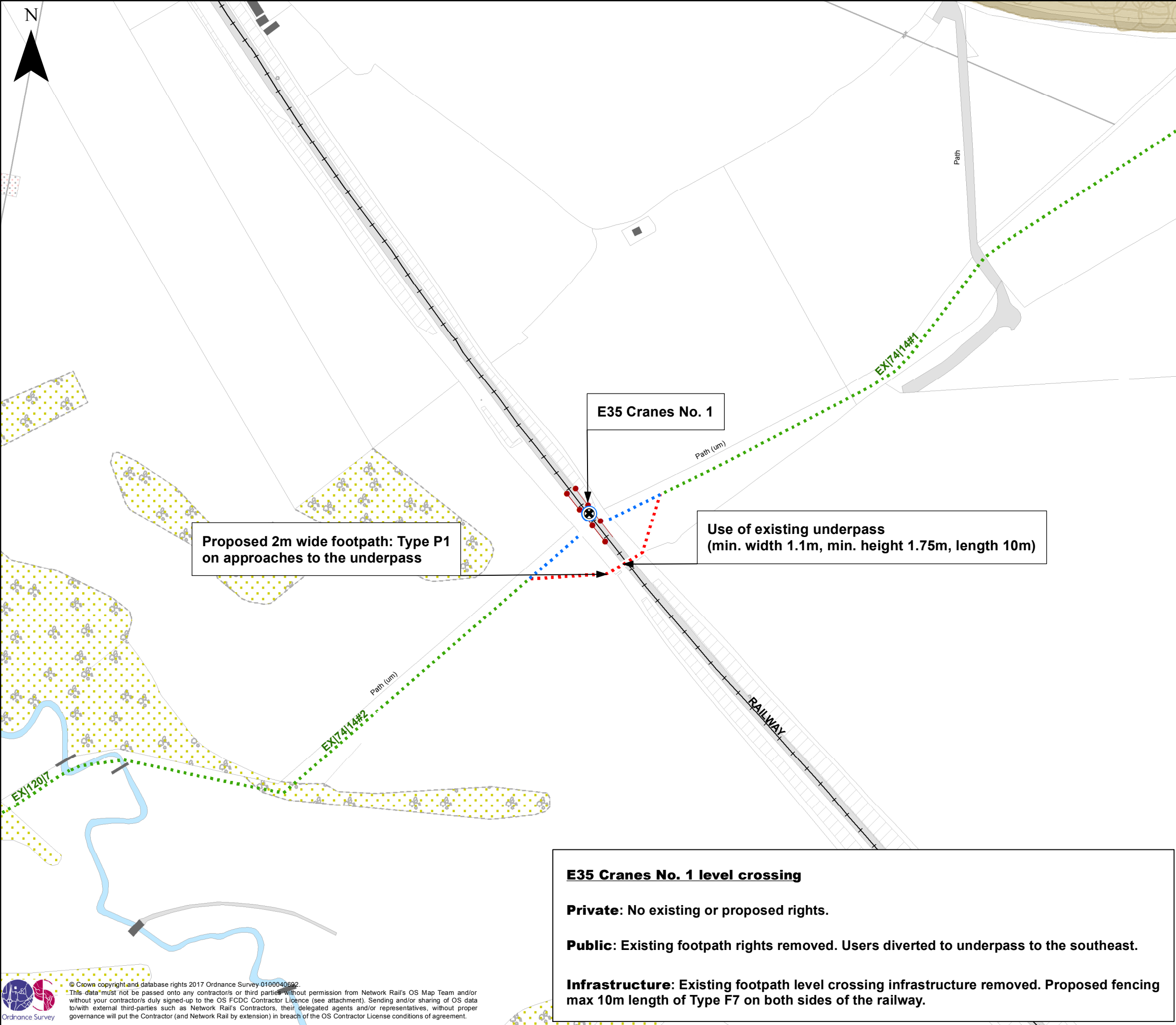


Anglia Level Crossing Reduction Strategy



Design Freeze Proposals

E33 - Motorbike Essex - Basildon District Post Code SS164XJ						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E33-GEN-005				



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

.....

 Footpath (public)

+++

 Byway open to all traffic (public)

 Bridleway (public)

◆◆◆◆

 Road / Track (private)

 Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

.....

 Footway Available

★★★★

 Motorised Only Diversion Route

●●●●

 Verge Available (No Footway)

○○○○

 Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion Closure of existing right of way Use of existing right of way as part of diversion Creation of new right of way Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

 Fencing (tie into existing) Future developments by Third Party projects where planning details are available

 Gates

 Bridges

▲▲▲

 Footway

 Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

M M
MOTT MACDONALD

Design Freeze Proposals

E35 - Cranes No. 1
Essex - Crossing CP
Post Code - CM77 8NU

P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

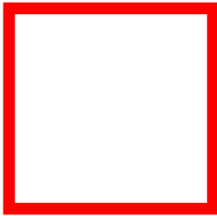
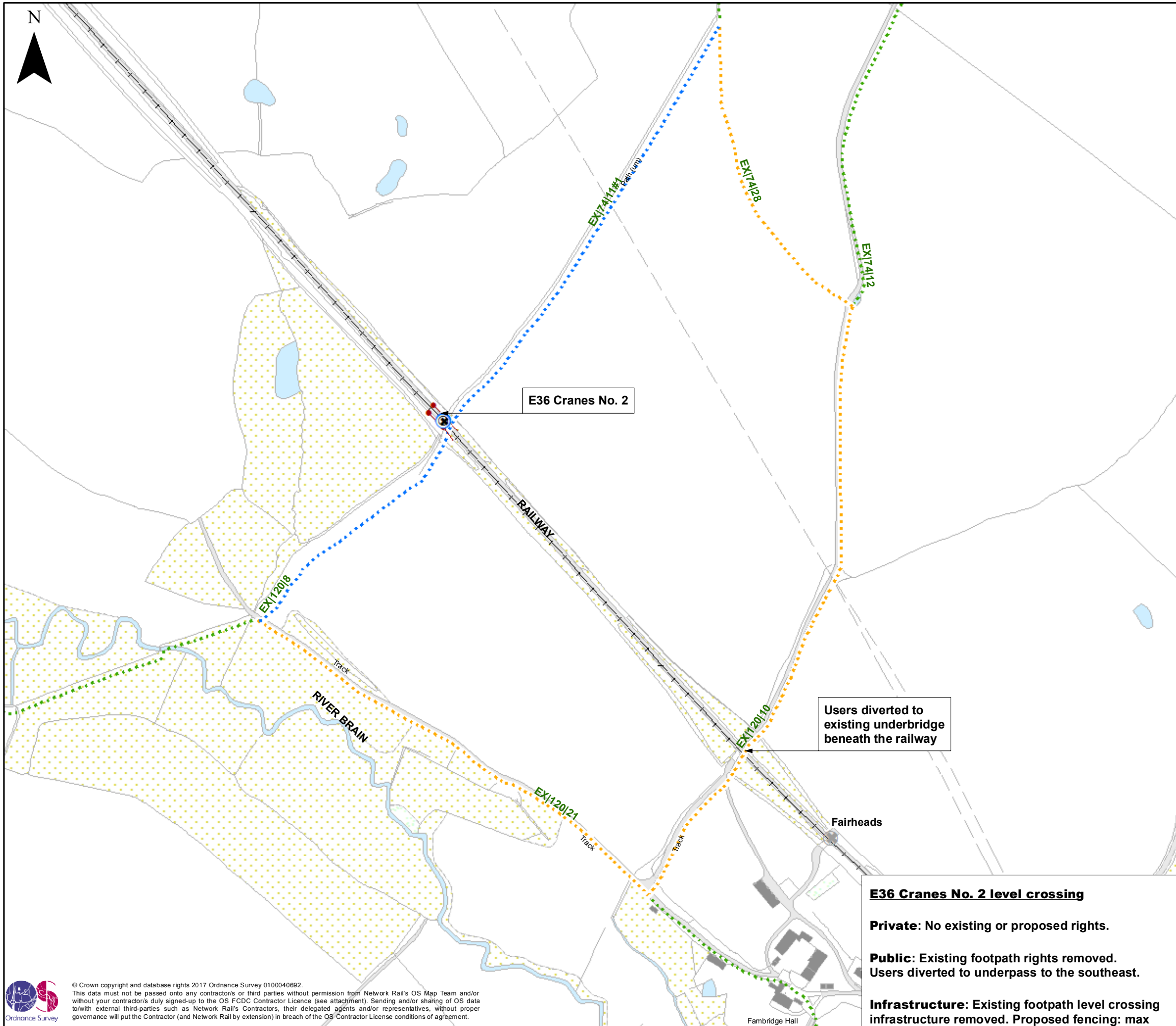
Scale at A3
NTS

Drawing No.
MMD-367516-E35-GEN-005

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C:\Users\lap63223\Desktop\Anglia_Level_Crossings_20170120\Anglia_Level_Crossings_20170120\Anglia_Level_Crossings_20170120\367516 Design Freeze Proposal Plans - Alternative Format Essex_20170214.mxd



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

E36 - Cranes No. 2
Essex - Crossing CP
Post Code - CM8 1RN

P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

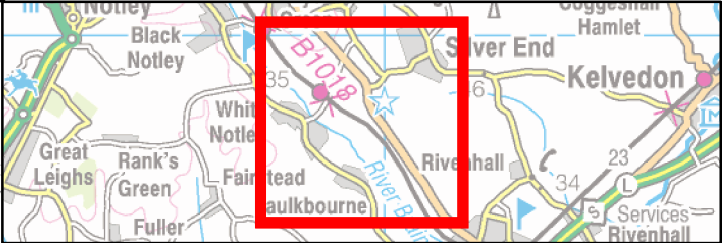
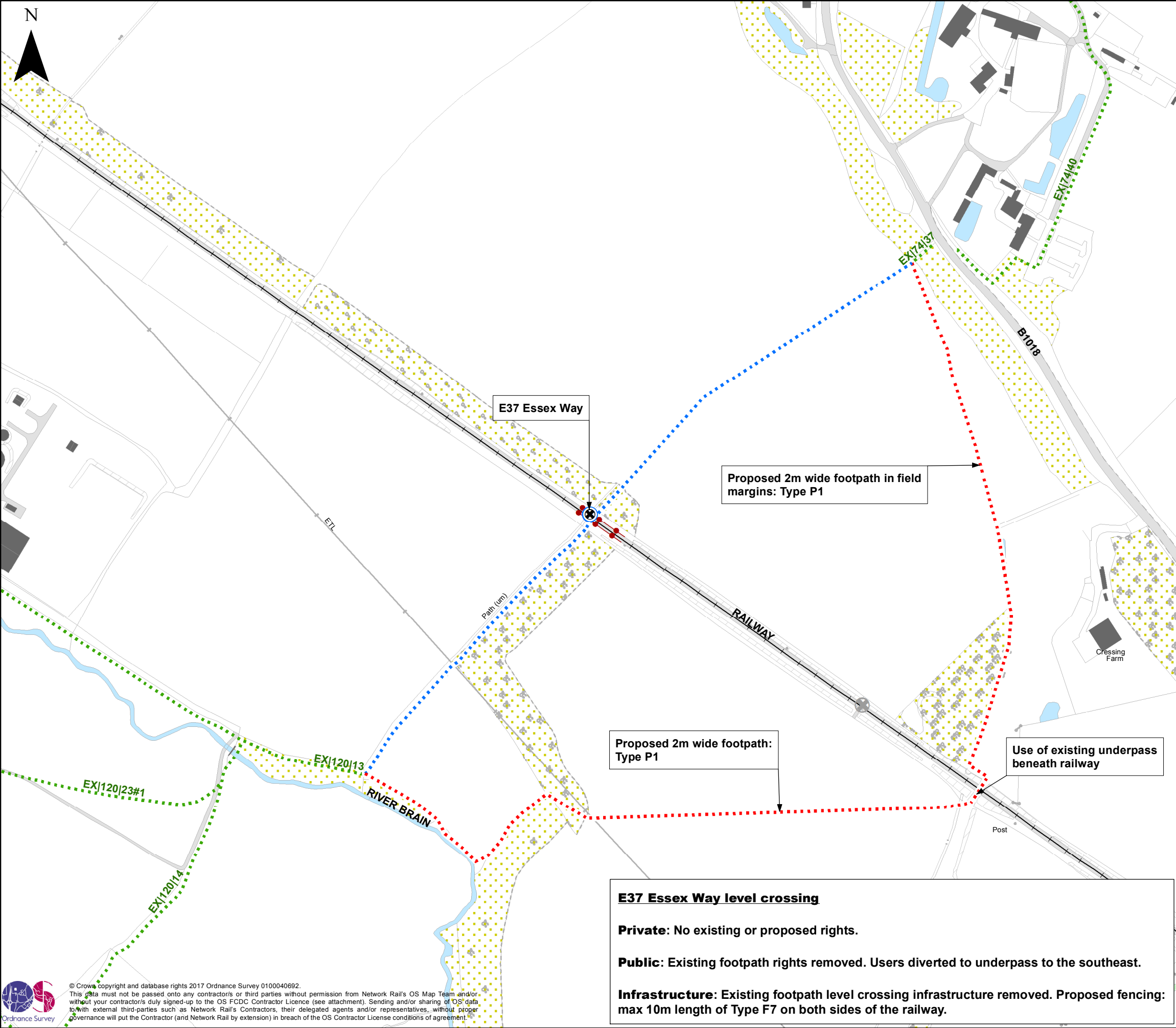
Scale at A3
NTS

Drawing No.
MMD-367516-E36-GEN-005

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0 40 80 Metres



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Closure of existing right of way

Use of existing right of way as part of diversion

Creation of new right of way

Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

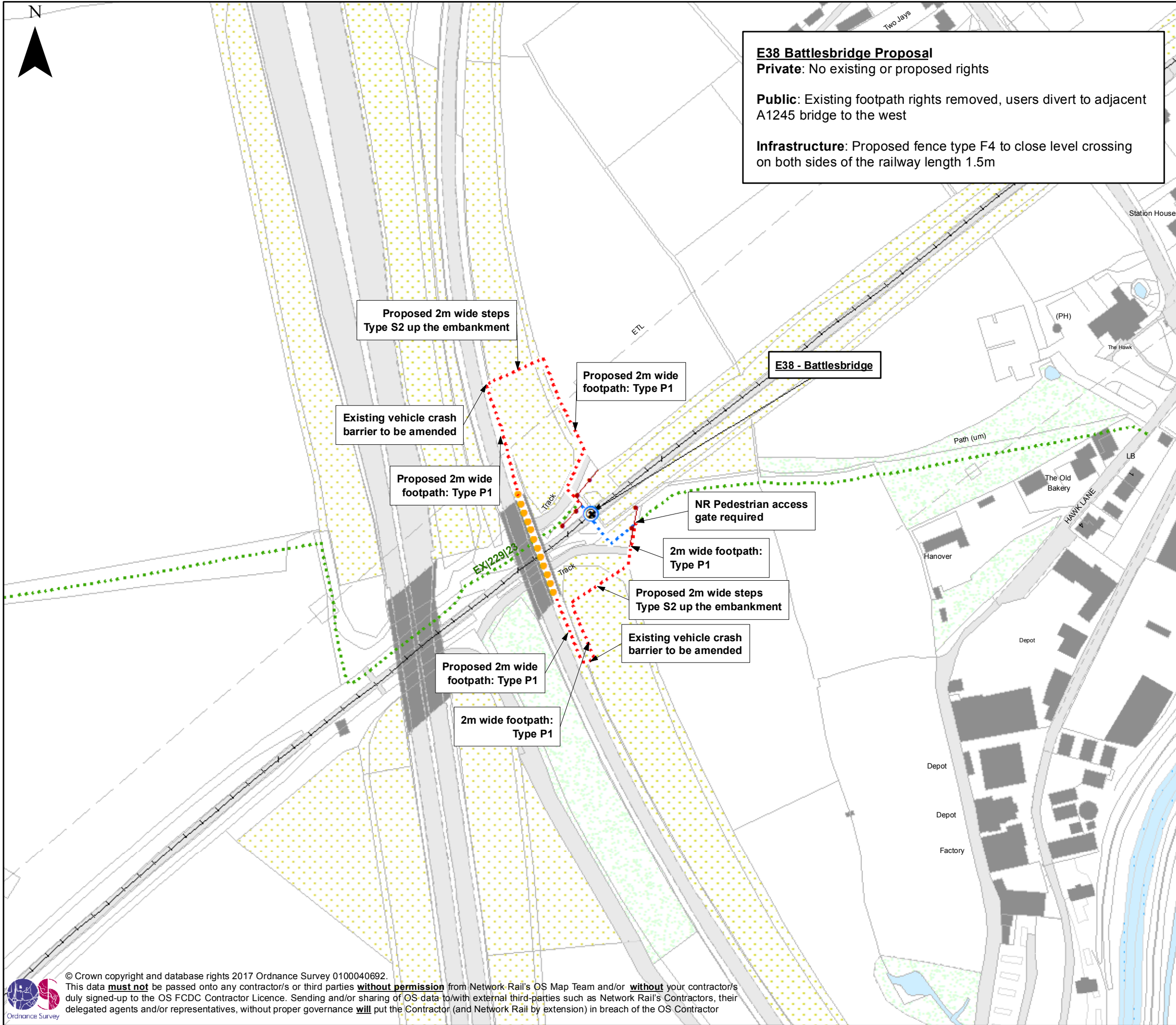
Design Freeze Proposals

E37 - Essex Way
Essex - White Notley CP
Post Code - CM77 8PD

P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd



Scale at A3
NTS






Drawing No.
MMD-367516-E37-GEN-005













E38 Battlesbridge Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent A1245 bridge to the west
Infrastructure: Proposed fence type F4 to close level crossing on both sides of the railway length 1.5m









SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations. The ring colours are as per section 4 below.



SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
 Footpath (public)  Byway open to all traffic (public)
 Bridleway (public)  Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed. The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
 Footway Available  Motorised Only
 Verge Available (No Footway)  Diversion Route
 Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE
 No change and not part of diversion  Closure of existing right of way
 Use of existing right of way as part of diversion  Creation of new right of way
 Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
 Fencing (tie into existing)  Future developments by Third Party projects where planning details are available
 Gates  Railway
 Bridges
 Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

**Anglia Level Crossing Reduction Strategy**
**Design Freeze Proposals**

E38 - Battlesbridge
Essex - Rettendon CP
Post Code SS117RL

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

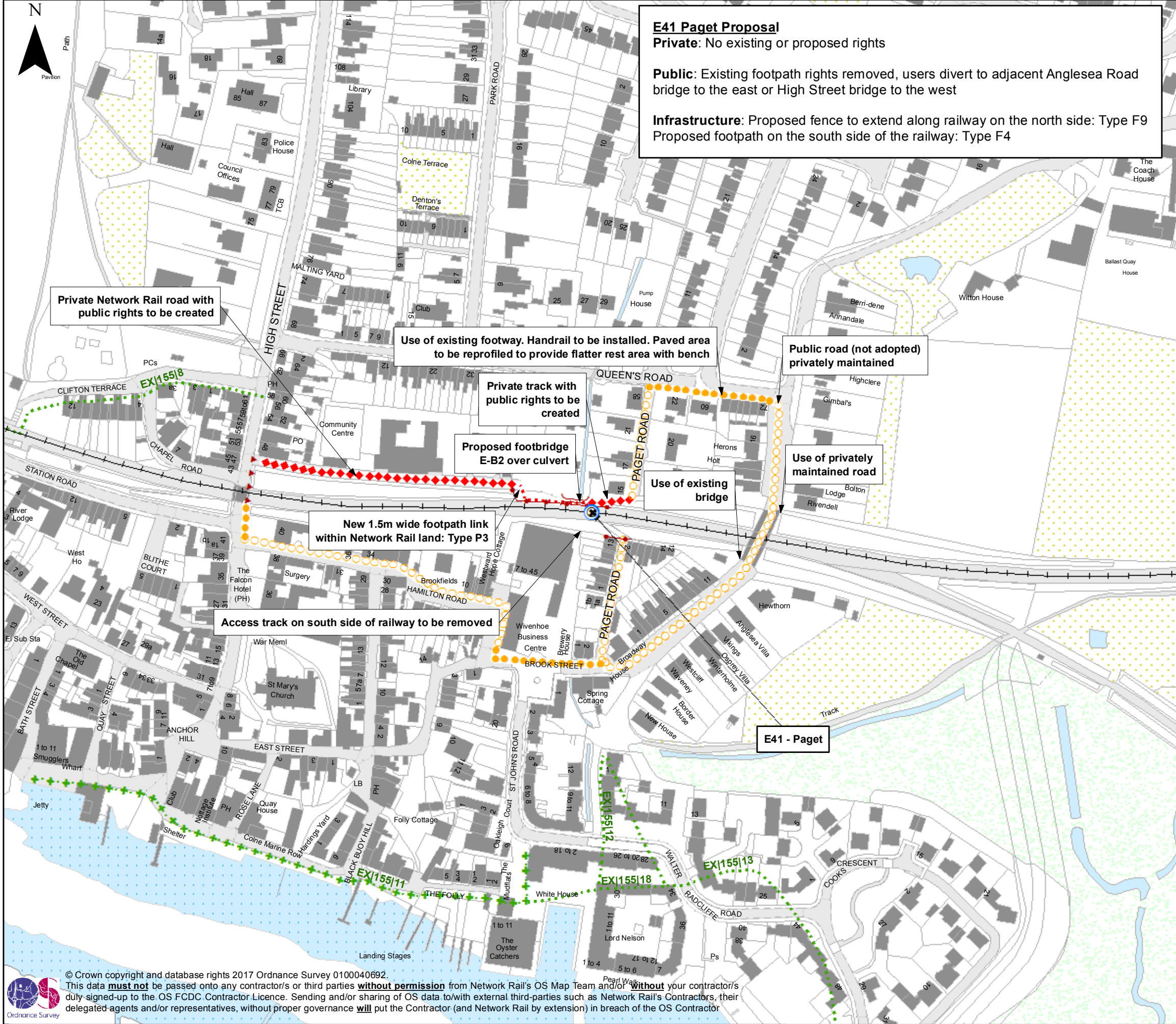
Scale at A3
NTS

Drawing No.
MMD- 367516-E38-GEN-005

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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\IP3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



E41 Paget Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Anglesea Road bridge to the east or High Street bridge to the west
Infrastructure: Proposed fence to extend along railway on the north side: Type F9
Proposed footpath on the south side of the railway: Type F4



SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations. The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
 Footpath (public) Byway open to all traffic (public)
 Bridleway (public) Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed. The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
 Footway Available Motorised Only
 Verge Available (No Footway) Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE
 No change and not part of diversion Closure of existing right of way
 Use of existing right of way as part of diversion Creation of new right of way
 Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
 Fencing (tie into existing) Future developments by Third Party projects where planning details are available
 Gates Railway
 Bridges
 Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy
Design Freeze Proposals

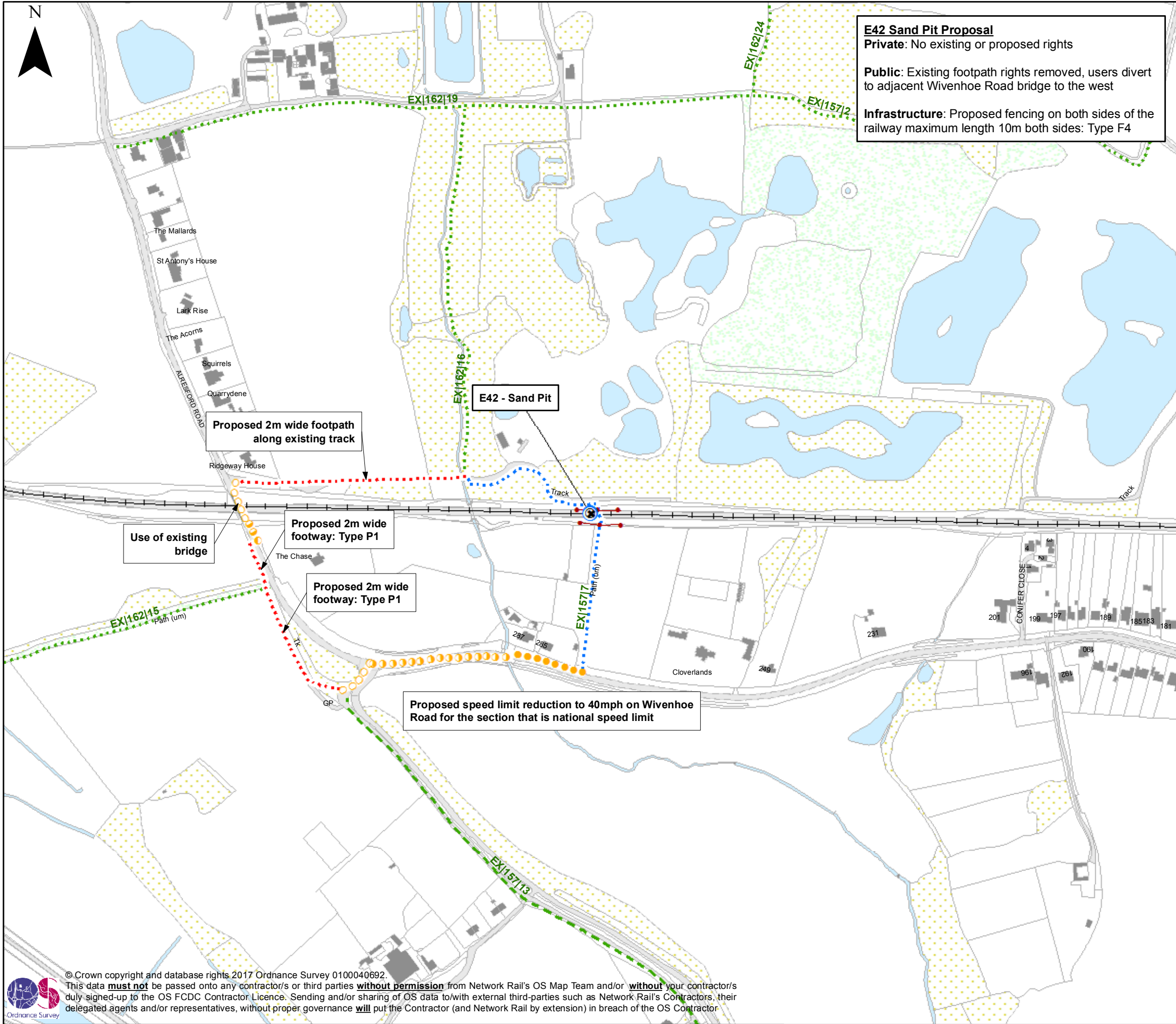
MOTT MACDONALD

E41 - Paget
Essex - Wivenhoe CP
Post Code CO7 9DT

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E41-GEN-005



E42 Sand Pit Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent Wivenhoe Road bridge to the west
Infrastructure: Proposed fencing on both sides of the railway maximum length 10m both sides: Type F4



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Closure of existing right of way

Use of existing right of way as part of diversion

Creation of new right of way

Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

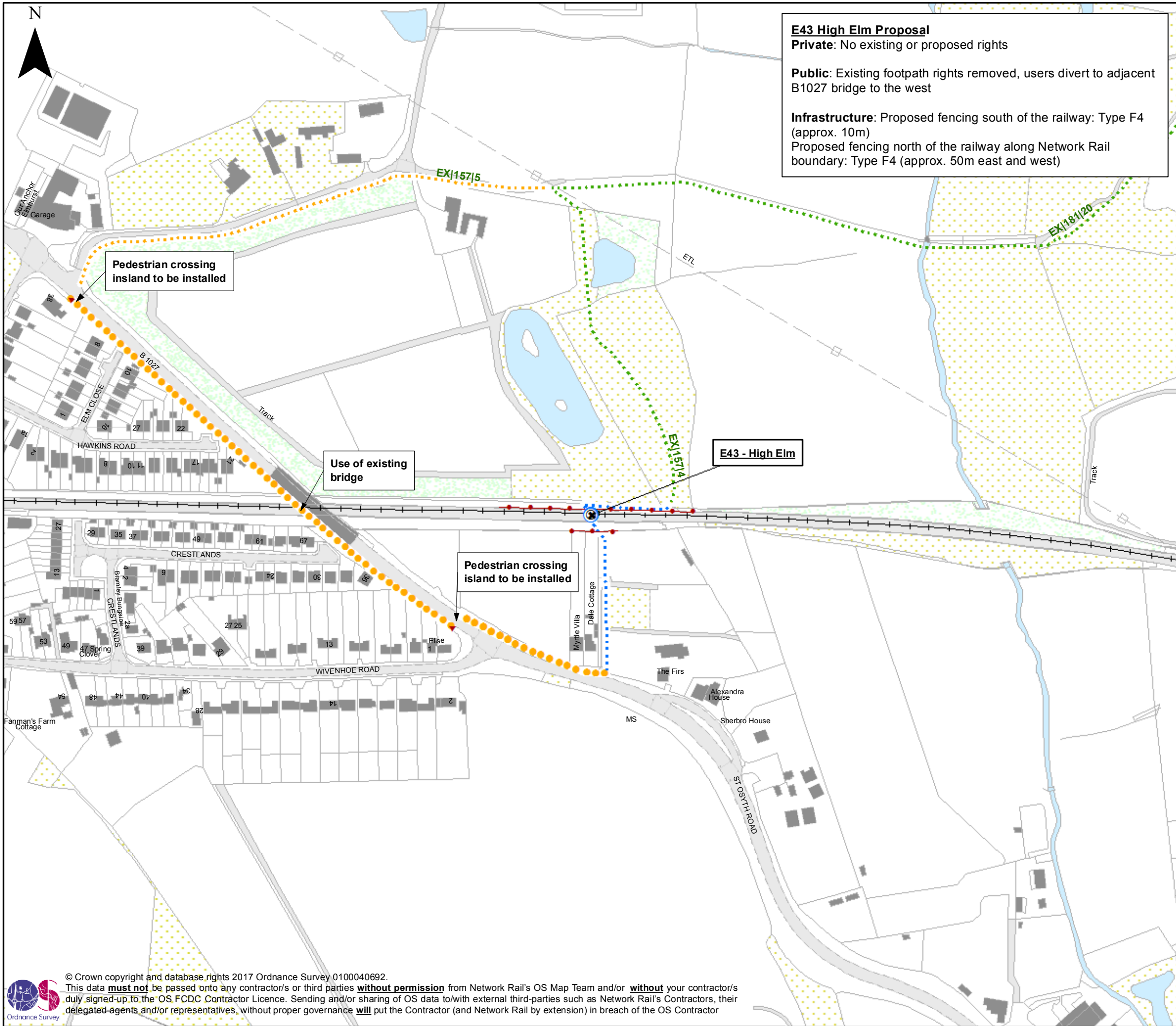
Design Freeze Proposals

E42 - Sand Pit
Essex - Elmstead CP
Post Code CO7 8AJ

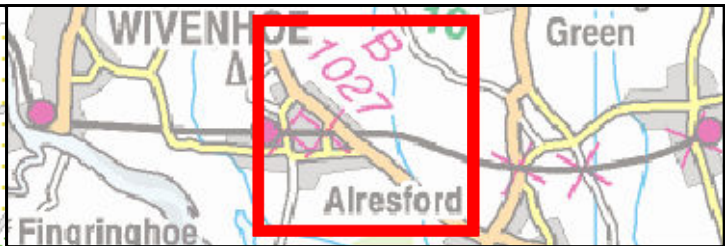
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E42-GEN-005



E43 High Elm Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent B1027 bridge to the west
Infrastructure: Proposed fencing south of the railway: Type F4 (approx. 10m)
Proposed fencing north of the railway along Network Rail boundary: Type F4 (approx. 50m east and west)



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project
⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)
- - - Bridleway (public) ◆ ◆ ◆ Road / Track (private)
- . - Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only
○ ○ ○ ○ Verge Available (No Footway) Diversion Route
○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way
■ Use of existing right of way as part of diversion ■ Creation of new right of way
■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing) — Future developments by Third Party projects where planning details are available
— Gates — Railway
— Bridges
▲ ▲ ▲ ▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

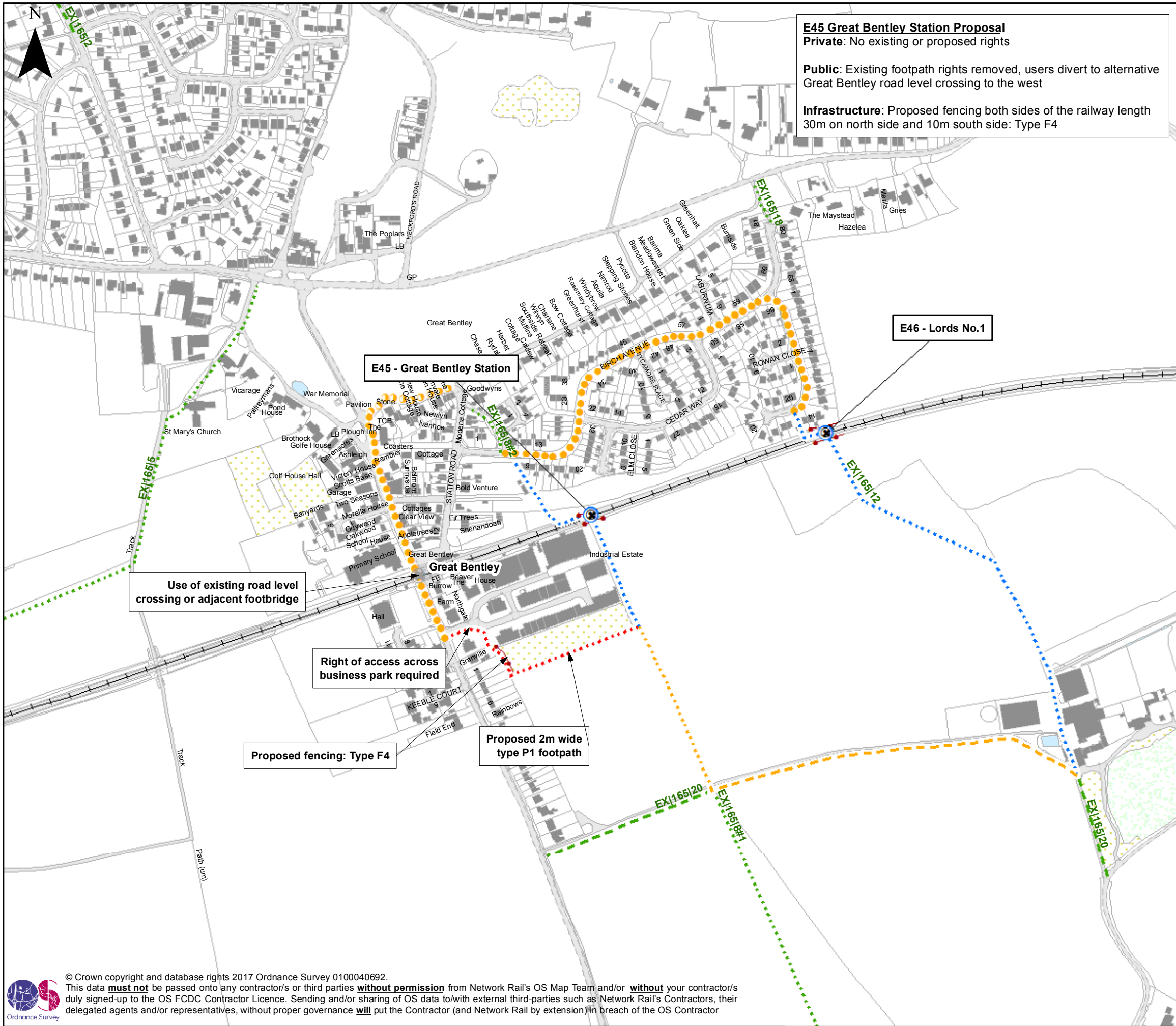


Anglia Level Crossing Reduction Strategy



Design Freeze Proposals

E43 - High Elm Essex - Alresford CP Post Code CO7 8AD						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E43-GEN-005				



E45 Great Bentley Station Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to alternative Great Bentley road level crossing to the west

Infrastructure: Proposed fencing both sides of the railway length 30m on north side and 10m south side: Type F4



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)
 Byway open to all traffic (public)
 Bridleway (public)
 Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available
 Verge Available (No Footway)
 Carriageway Available (No Footway or Verge)
 Motorised Only Diversion Route
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion
 Use of existing right of way as part of diversion
 Change of status to existing right of way
 Closure of existing right of way
 Creation of new right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)
 Gates
 Bridges
 Footway
 Future developments by Third Party projects where planning details are available
 Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

Design Freeze Proposals

E45 - Great Bentley Station

Essex - Great Bentley CP

Post Code CO7 8LU

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

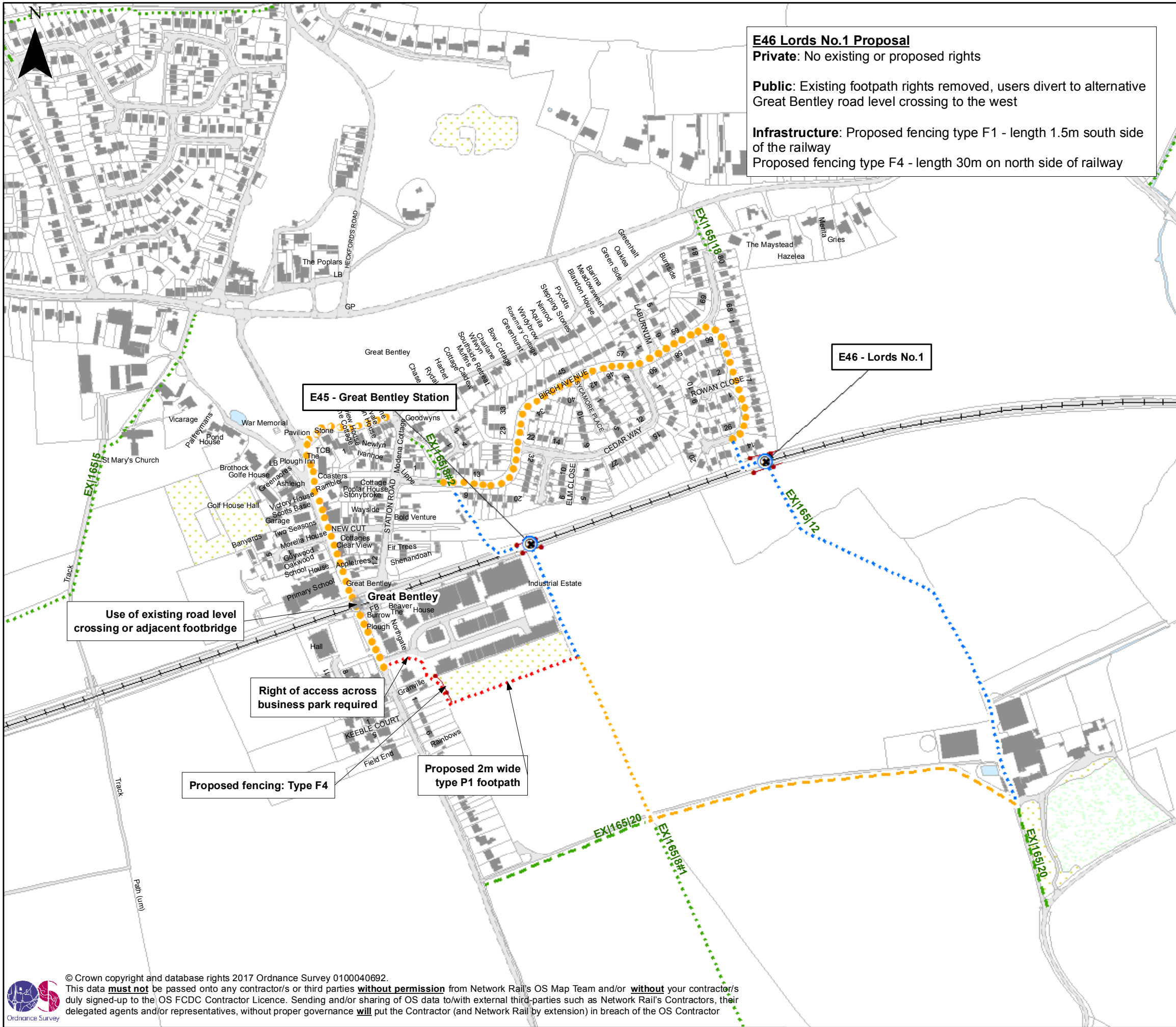
Scale at A3
NTS

Drawing No.
MMD- 367516-E45-GEN-005

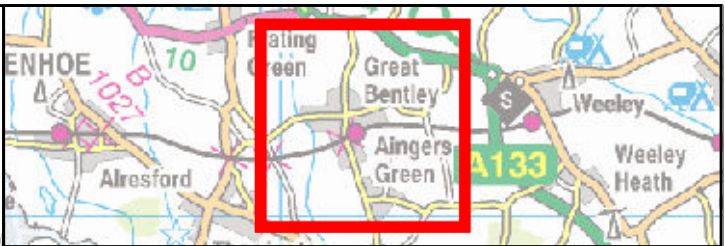
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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\IP3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



E46 Lords No.1 Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to alternative Great Bentley road level crossing to the west
Infrastructure: Proposed fencing type F1 - length 1.5m south side of the railway
Proposed fencing type F4 - length 30m on north side of railway



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public)

--- Bridleway (public)

--- Restricted byway (public)

+++ Byway open to all traffic (public)

◆◆◆ Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

..... Footway Available

..... Verge Available (No Footway)

..... Carriageway Available (No Footway or Verge)

***** Motorised Only

..... Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Use of existing right of way as part of diversion

Change of status to existing right of way

Closure of existing right of way

Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E46 - Lords No.1

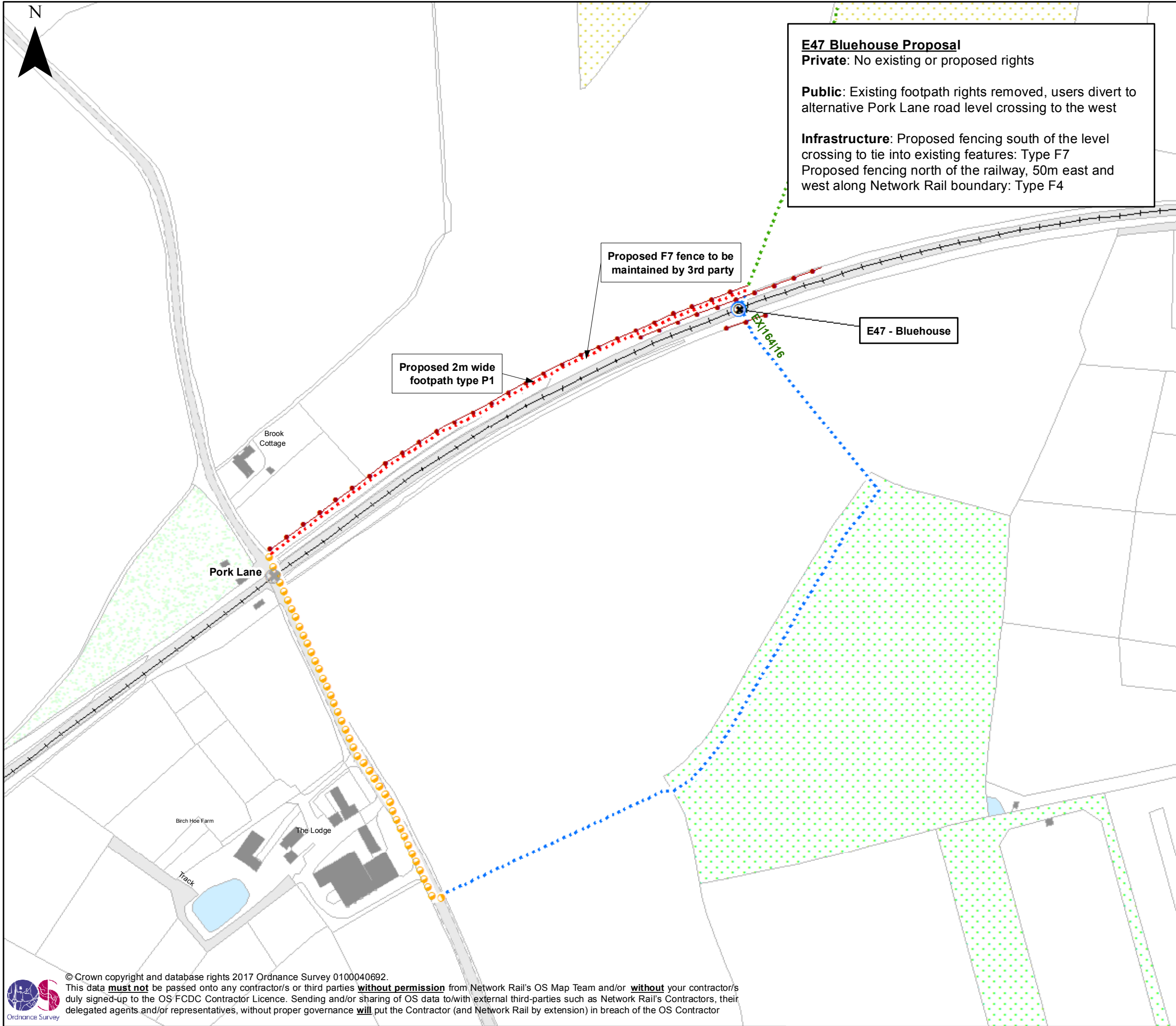
Essex - Great Bentley CP

Post Code CO7 8NX

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E46-GEN-005



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only

○ ○ ○ ○ Verge Available (No Footway) Diversion Route

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— · — Fencing (tie into existing) [] Future developments by Third Party projects where planning details are available

— ■ — Gates — — — Railway

— — — Bridges ▲ ▲ ▲ ▲ Footway

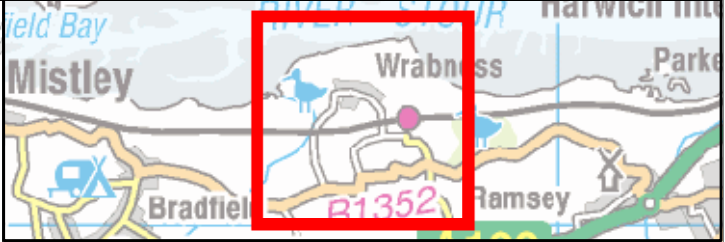
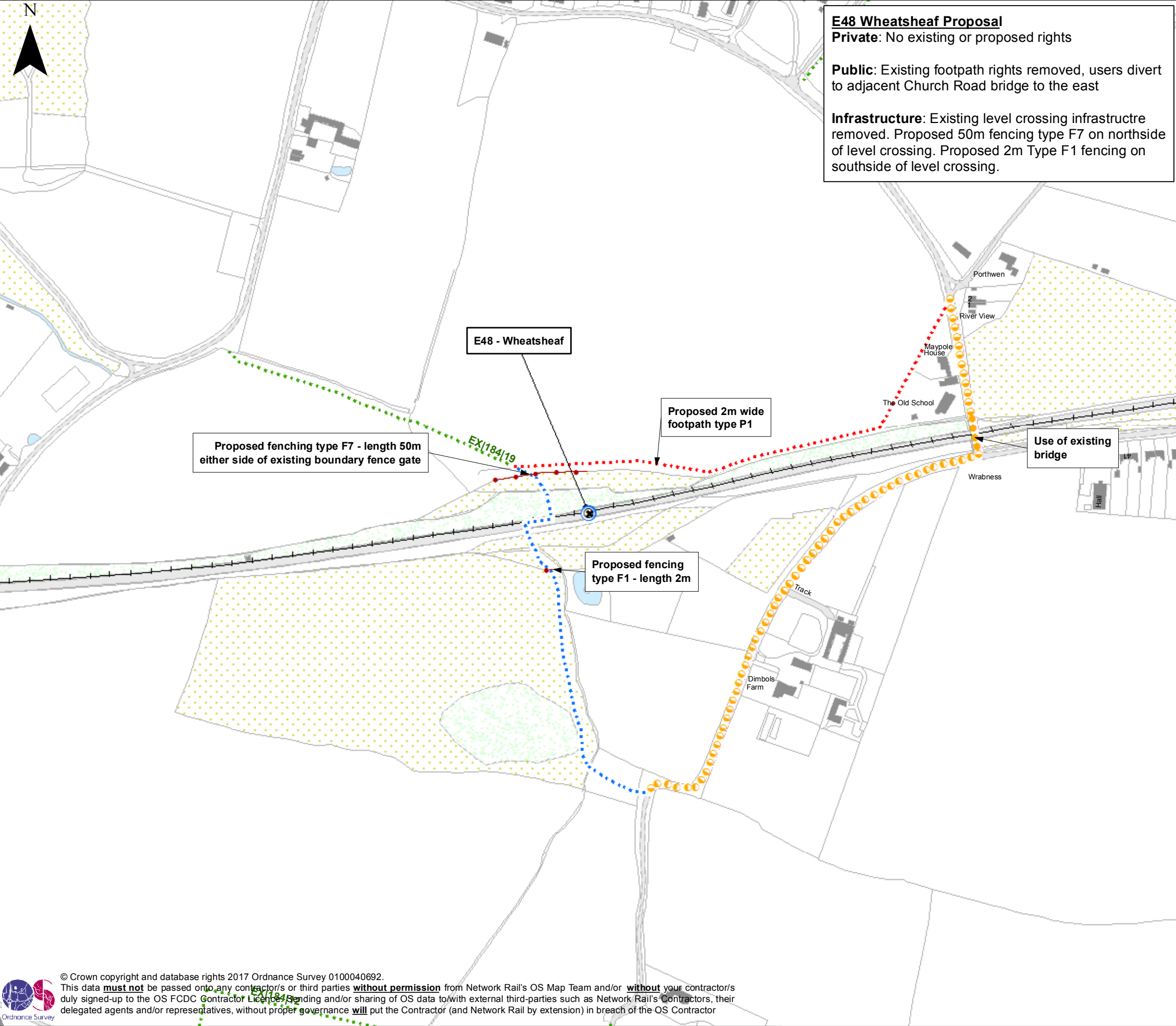
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

MOTT MACDONALD

E47 - Bluehouse Essex - Frinton and Walton CP Post Code CO130EP						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E47-GEN-005				



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★ ★ ★ ★ Motorised Only

●●●● Verge Available (No Footway) Diversion Route

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

●---● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates --- Railway

--- Bridges

▲▲▲▲ Footway

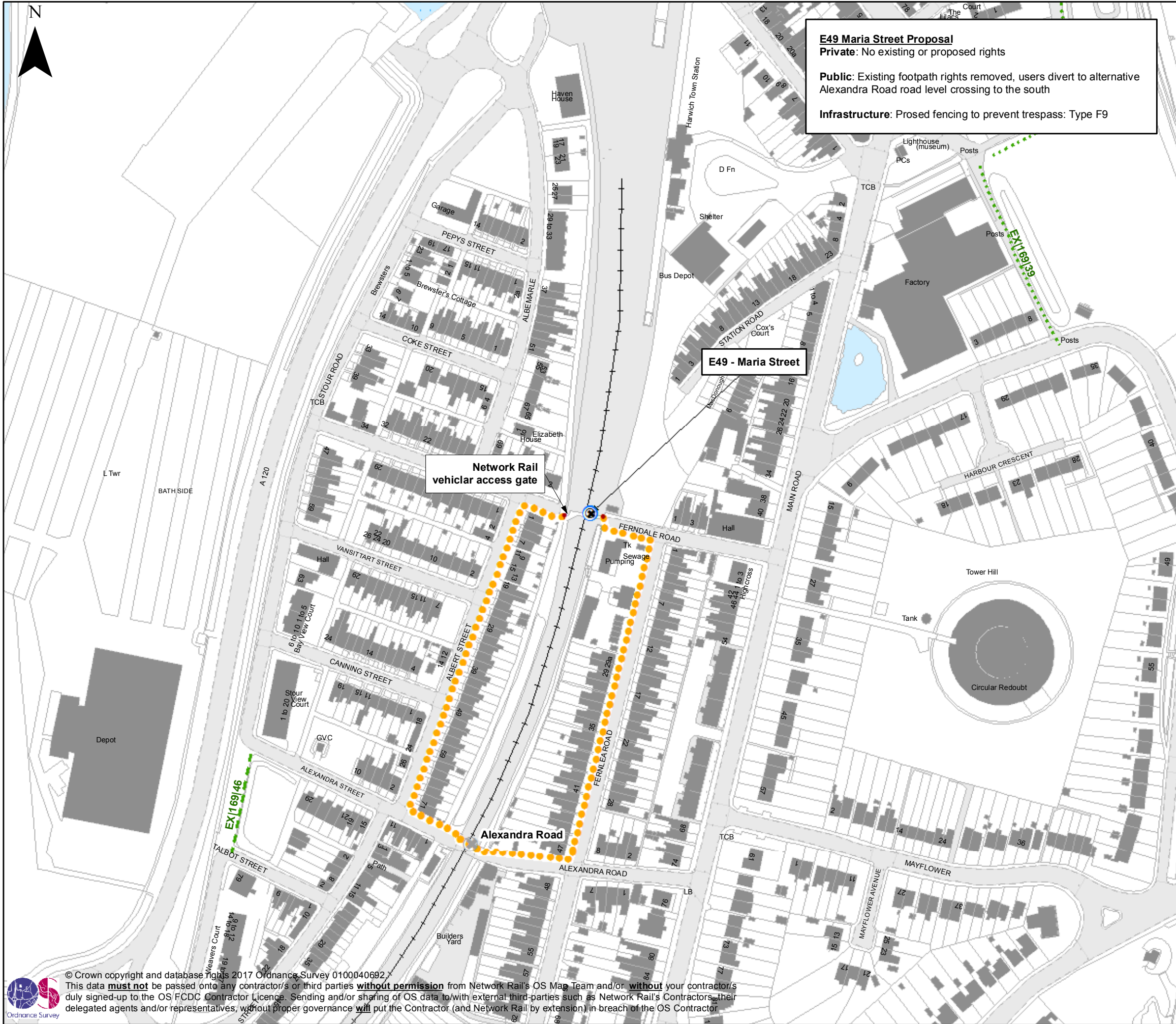
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

MOTT MACDONALD

E48 - Wheatsheaf Essex - Wrabness CP Post Code CO112TQ						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E48-GEN-005				



E49 Maria Street Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to alternative Alexandra Road road level crossing to the south
Infrastructure: Proposed fencing to prevent trespass: Type F9



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Closure of existing right of way

Use of existing right of way as part of diversion

Creation of new right of way

Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

E49 - Maria Street

Essex - Harwich CP

Post Code CO123HU

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

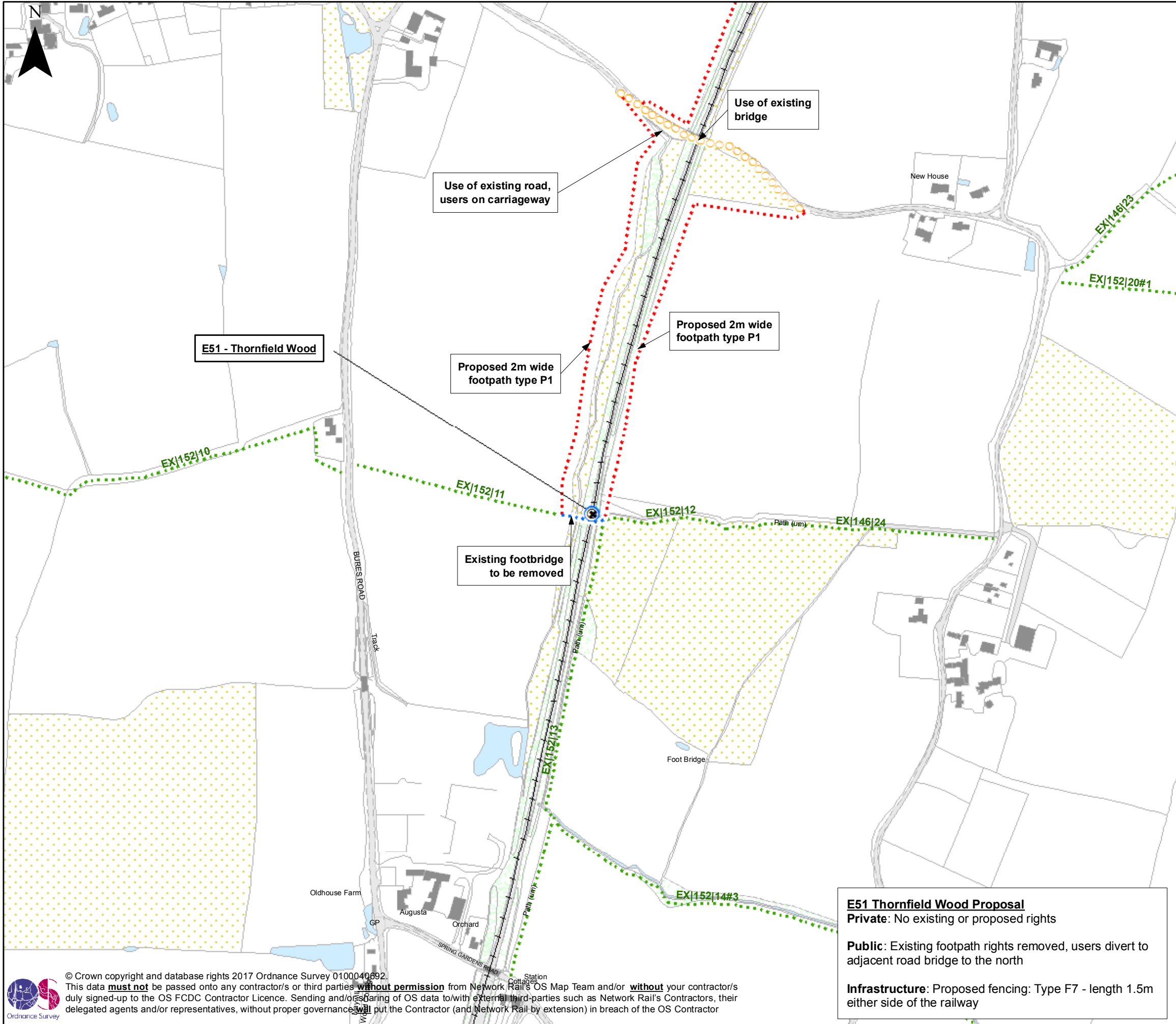
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Drawing No.
MMD- 367516-E49-GEN-005

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SECTION 1: LEVEL CROSSINGS
 Rights to be modified as part of this project
 Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)
 Footpath (public) Byway open to all traffic (public)
 Bridleway (public) Road / Track (private)
 Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY
 Footway Available Motorised Only
 Verge Available (No Footway) Diversion Route
 Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE
 No change and not part of diversion Closure of existing right of way
 Use of existing right of way as part of diversion Creation of new right of way
 Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)
 Fencing (tie into existing) Future developments by Third Party projects where planning details are available
 Gates
 Bridges Railway
 Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy
Design Freeze Proposals

E51 - Thornfield Wood Essex - Wakes Colne CP Post Code CO6 2AX						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

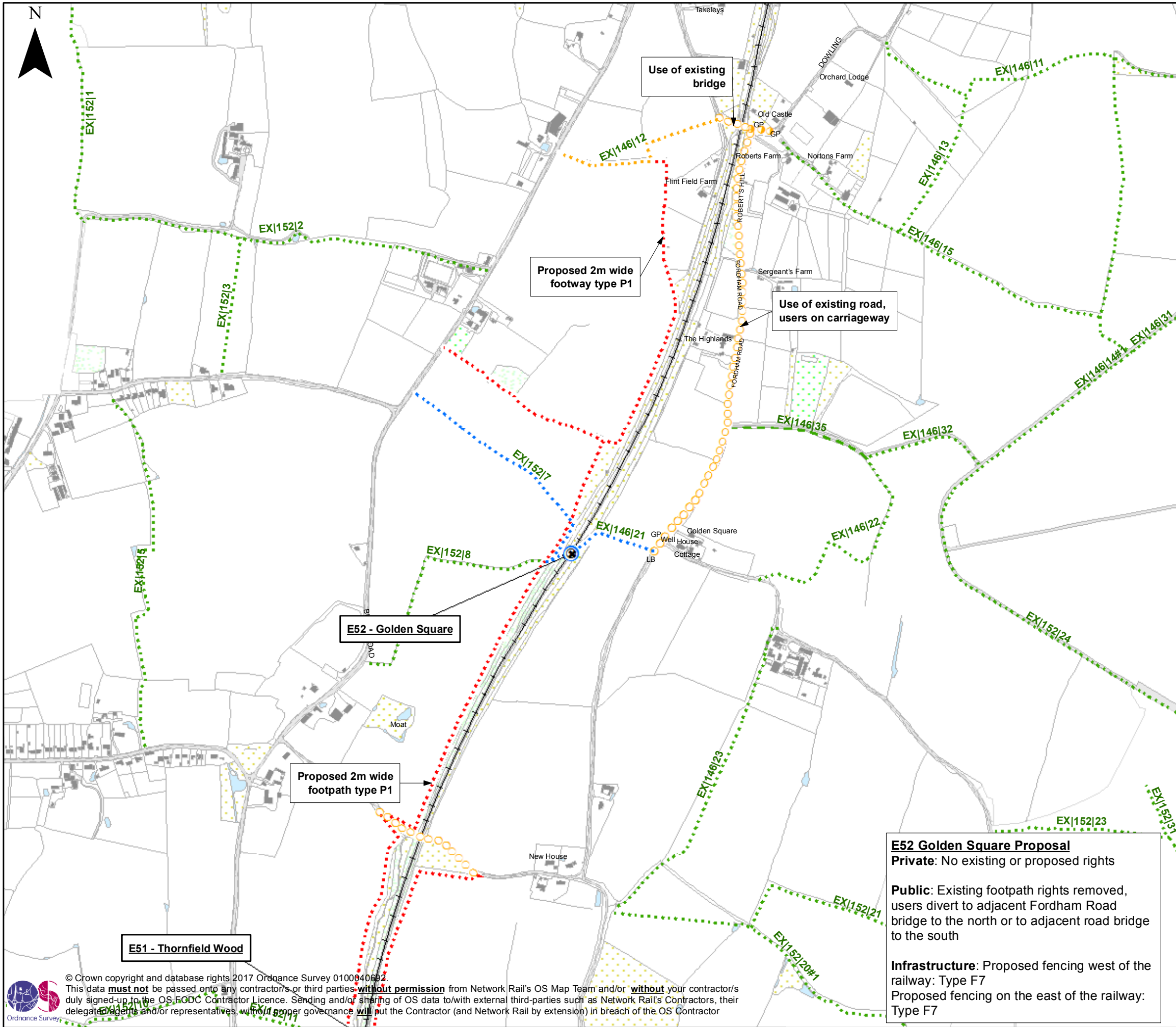
Drawing No.
MMD- 367516-E51-GEN-005

E51 Thornfield Wood Proposal
Private: No existing or proposed rights
Public: Existing footpath rights removed, users divert to adjacent road bridge to the north
Infrastructure: Proposed fencing: Type F7 - length 1.5m either side of the railway

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SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only

○ ○ ○ ○ Verge Available (No Footway) Diversion Route

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— Gates — Railway

— Bridges —

▲ ▲ ▲ ▲ Footway

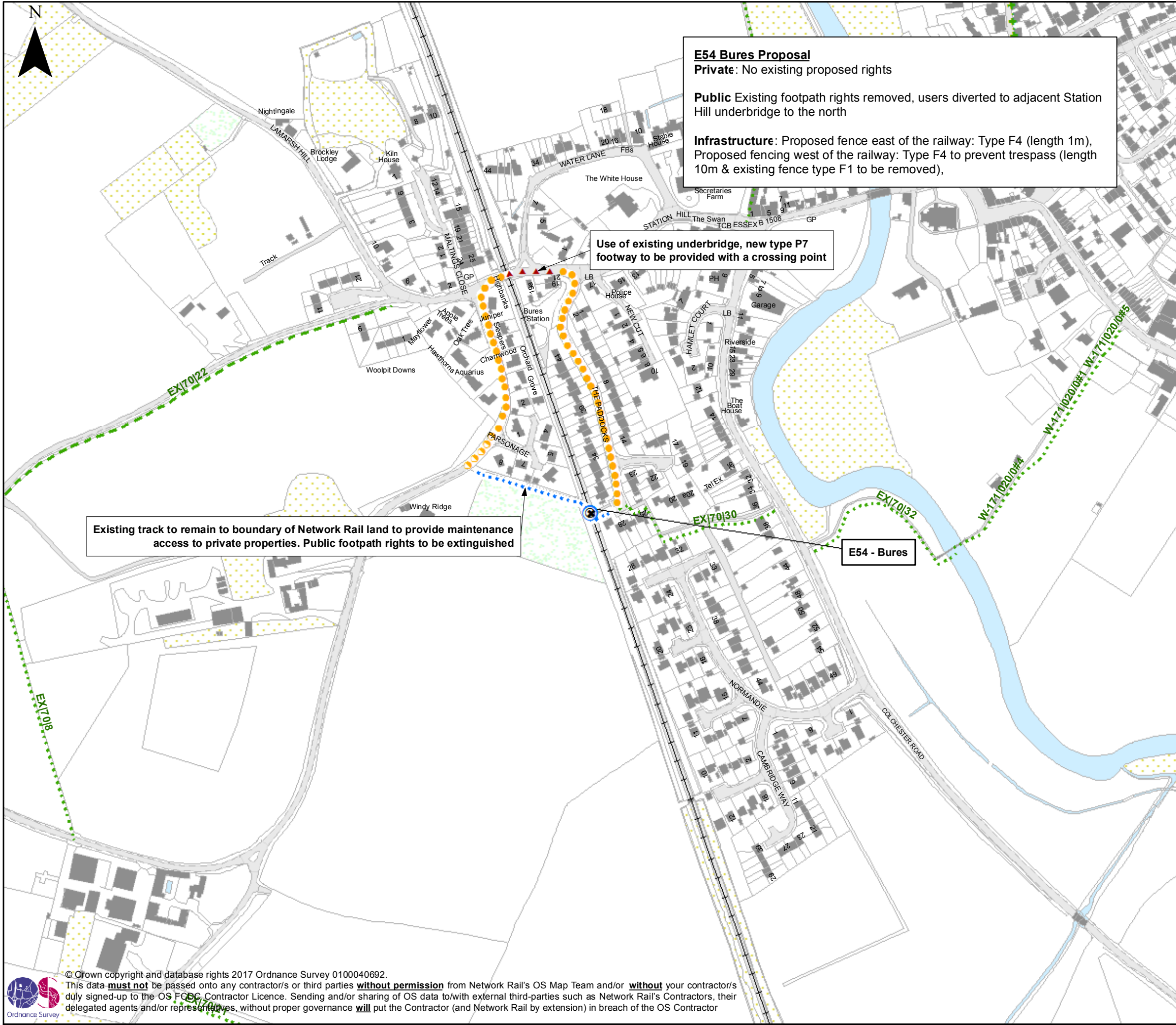
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

NetworkRail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

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E52 - Golden Square Essex - Mount Bures CP Post Code CO6 2AR						
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-E52-GEN-005				



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project
The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)

Byway open to all traffic (public)

Bridleway (public)

Road / Track (private)

Restricted byway (public)
The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available

Motorised Only
Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion

Closure of existing right of way

Use of existing right of way as part of diversion

Creation of new right of way

Change of status to existing right of way
The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)

Gates

Bridges

Footway

Future developments by Third Party projects where planning details are available

Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

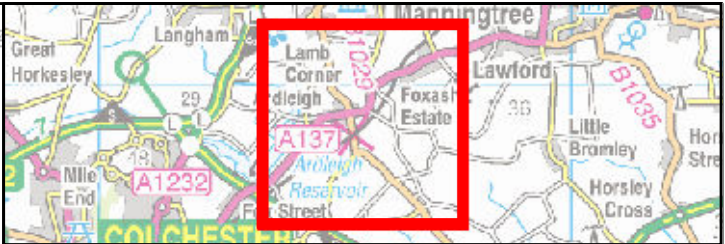
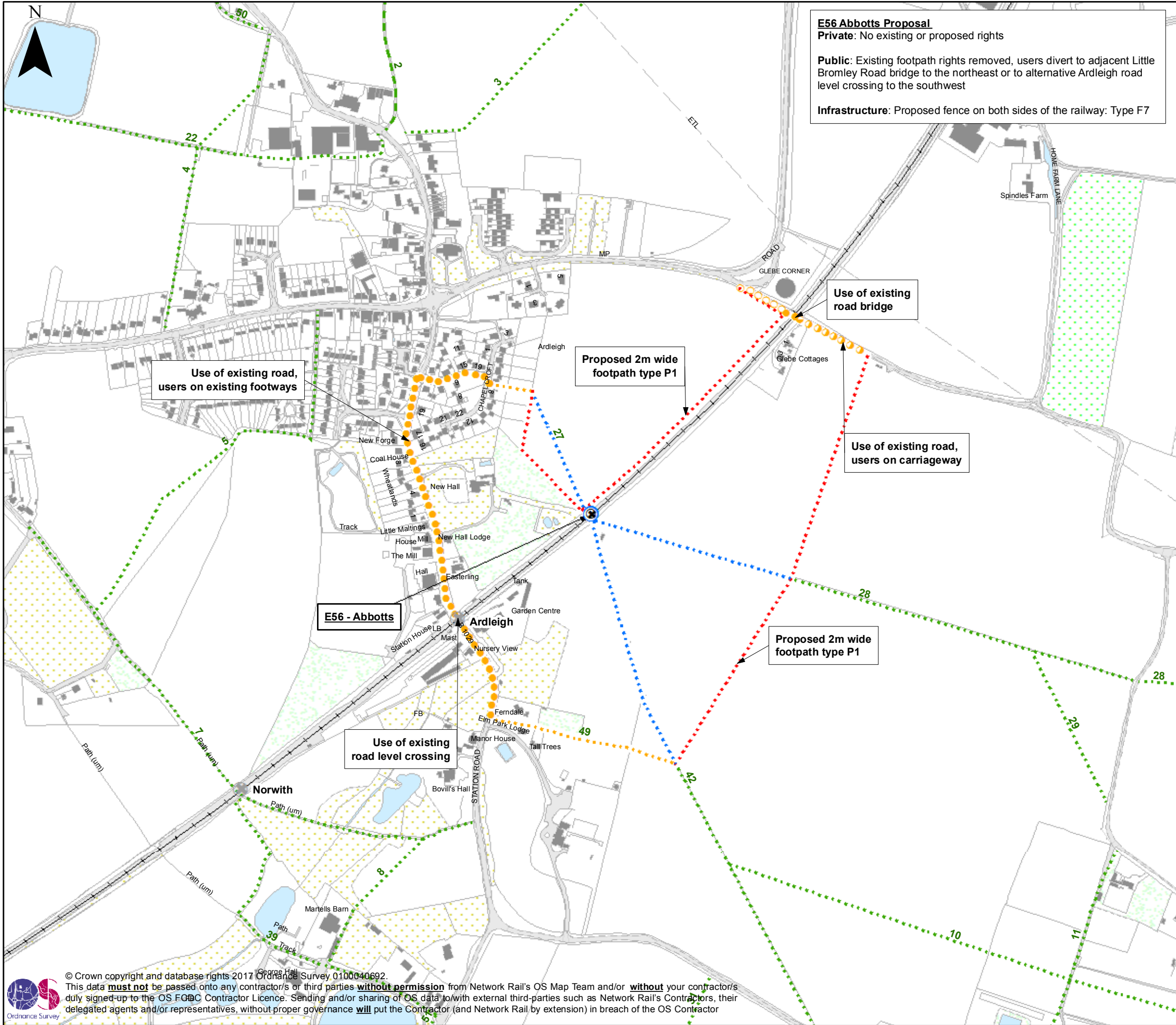
Design Freeze Proposals

E54 - Bures
Essex - Bures Hamlet CP
Post Code CO8 5DF

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E54-GEN-005



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● Footway Available ★ ★ ★ Motorised Only

○ ○ ○ Verge Available (No Footway) Diversion Route

○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— Gates — Railway

— Bridges

▲ ▲ ▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail

M M
MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

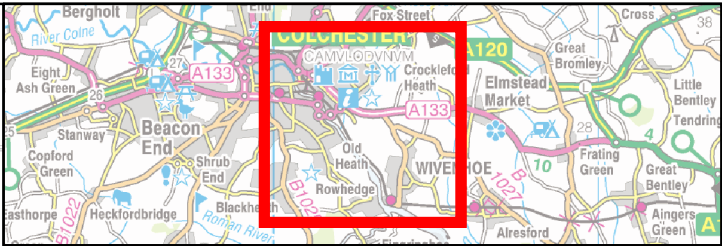
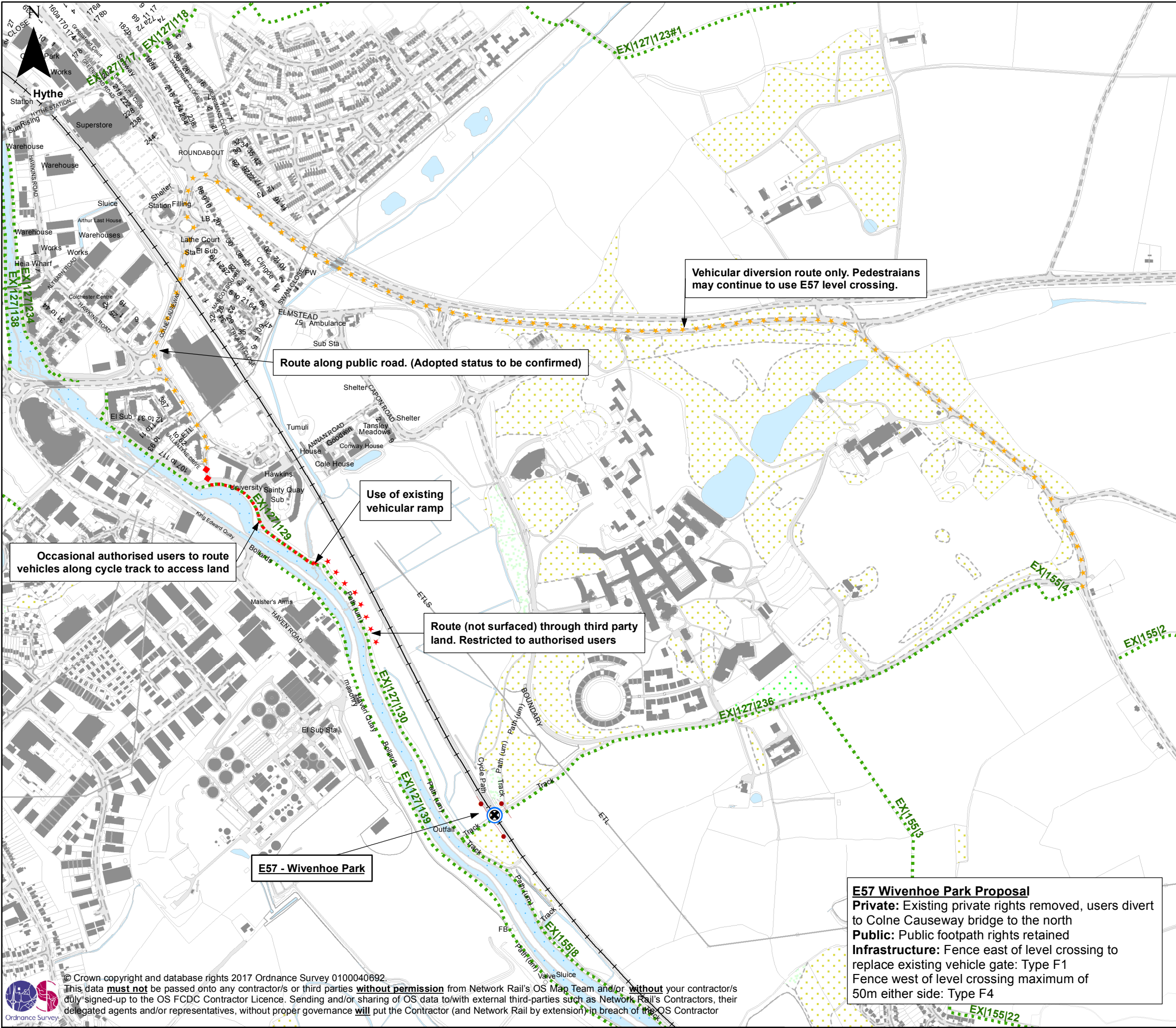
Design Freeze Proposals

E56 - Abbotts
Essex - FP27/ FP28 Ardleigh
Post Code CO7 7RS

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD- 367516-E56-GEN-005



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project
 Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

.....

 Footpath (public)

— — —

 Bridleway (public)

— · —

 Restricted byway (public)

+++

 Byway open to all traffic (public)

◆◆◆

 Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●●

 Footway Available

●●●●

 Verge Available (No Footway)

★★★★

 Motorised Only
Diversion Route

○○○○

 Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion
 Use of existing right of way as part of diversion
 Change of status to existing right of way

Closure of existing right of way
 Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)
 Gates
 Bridges
 Footway

Future developments by Third Party projects where planning details are available
 Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

 Design Freeze Proposals

E57 - Wivenhoe Park
Essex - Wivenhoe CP
Post Code CO2 8JE

P3	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

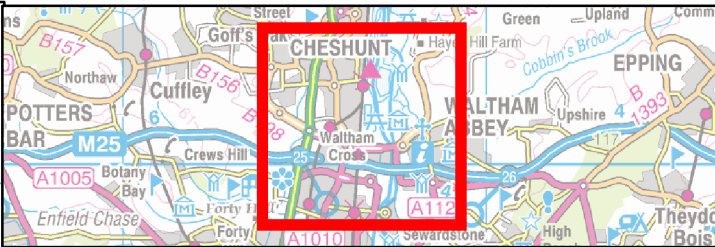
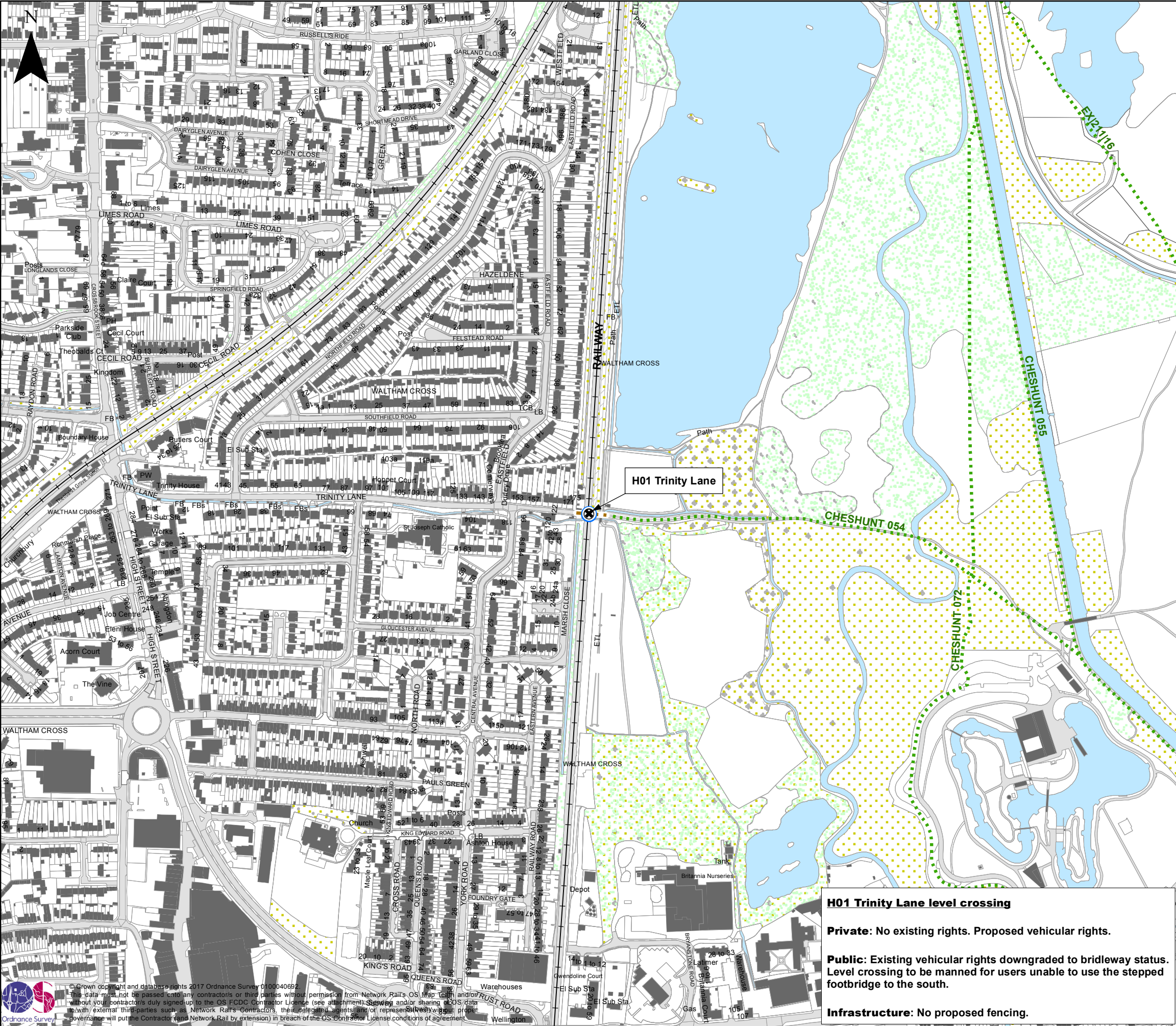
Scale at A3
NTS

Drawing No.
MMD- 367516-E57-GEN-005

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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations. The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed. The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★☆☆ Motorised Only Diversion Route

●●●● Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

●---● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates --- Railway

--- Bridges

▲▲▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

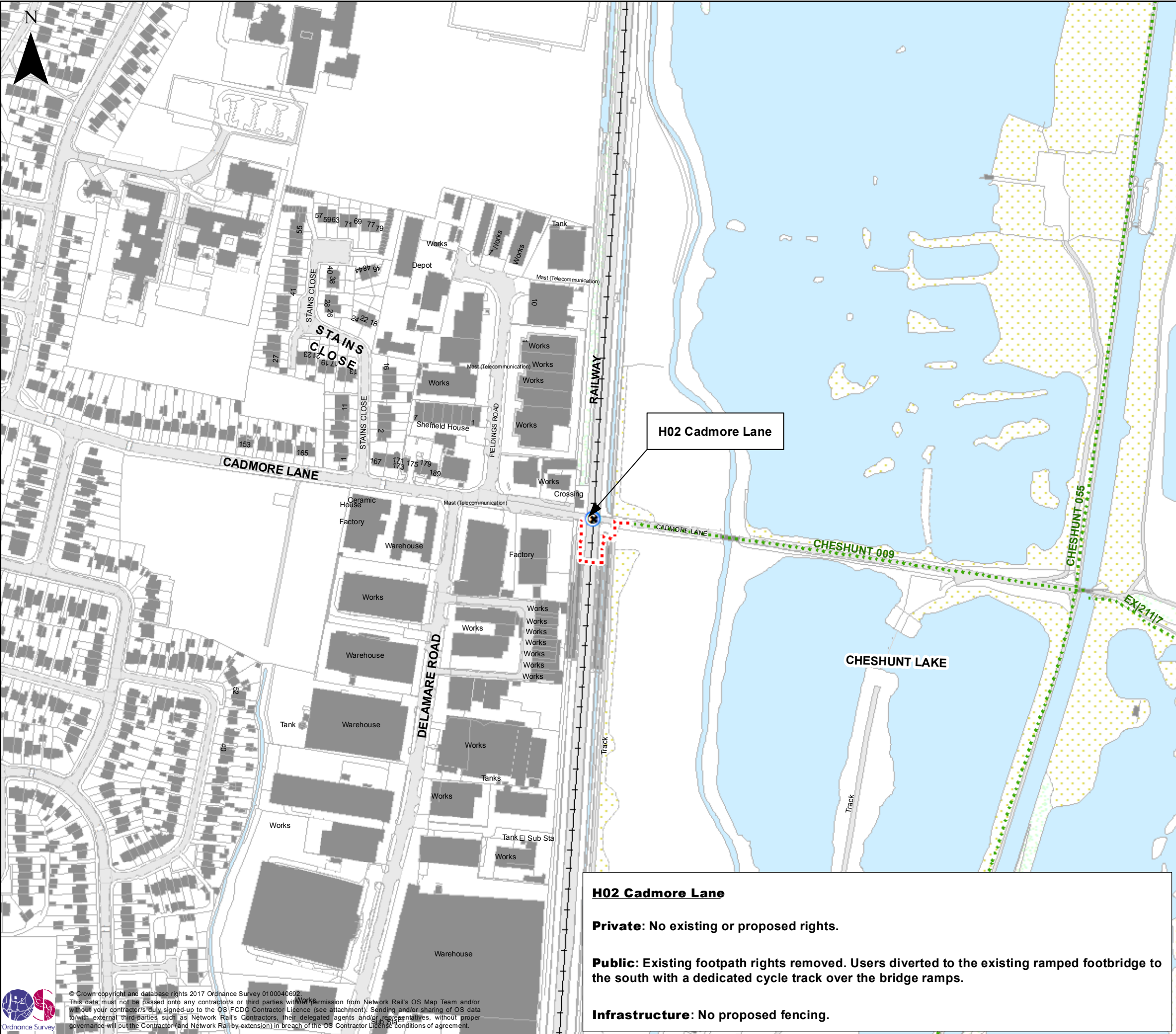
H01 - Trinity Lane Hertfordshire - Broxbourne District (B) Post Code - EN8 7EP						
P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

H01 Trinity Lane level crossing

Private: No existing rights. Proposed vehicular rights.

Public: Existing vehicular rights downgraded to bridleway status. Level crossing to be manned for users unable to use the stepped footbridge to the south.

Infrastructure: No proposed fencing.



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★ ★★ Motorised Only Diversion Route

●●●● Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

●●● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates --- Railway

--- Bridges

▲▲▲ Footway

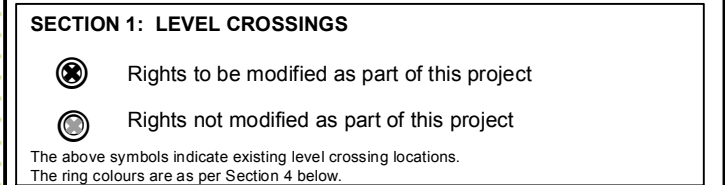
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

H02 - Cadmore Lane Hertfordshire - Broxbourne District (B) Post Code - EN8 9SA						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd






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SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)	
..... Footpath (public)	+ + + Byway open to all traffic (public)
- - - Bridleway (public)	◆ ◆ ◆ Road / Track (private)
— · — Restricted byway (public)	

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY	
● ● ● ●	Footway Available
★ ★ ★ ★	Motorised Only Diversion Route
○ ● ● ●	Verge Available (No Footway)
○ ○ ○ ○	Carriageway Available (No Footway or Verge)
Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.	

SECTION 4: PROPOSED STATUS CHANGE	
	No change and not part of diversion
	Use of existing right of way as part of diversion
	Change of status to existing right of way
	Closure of existing right of way
	Creation of new right of way

The above colours apply to Sections 1, 2 and 3 above.

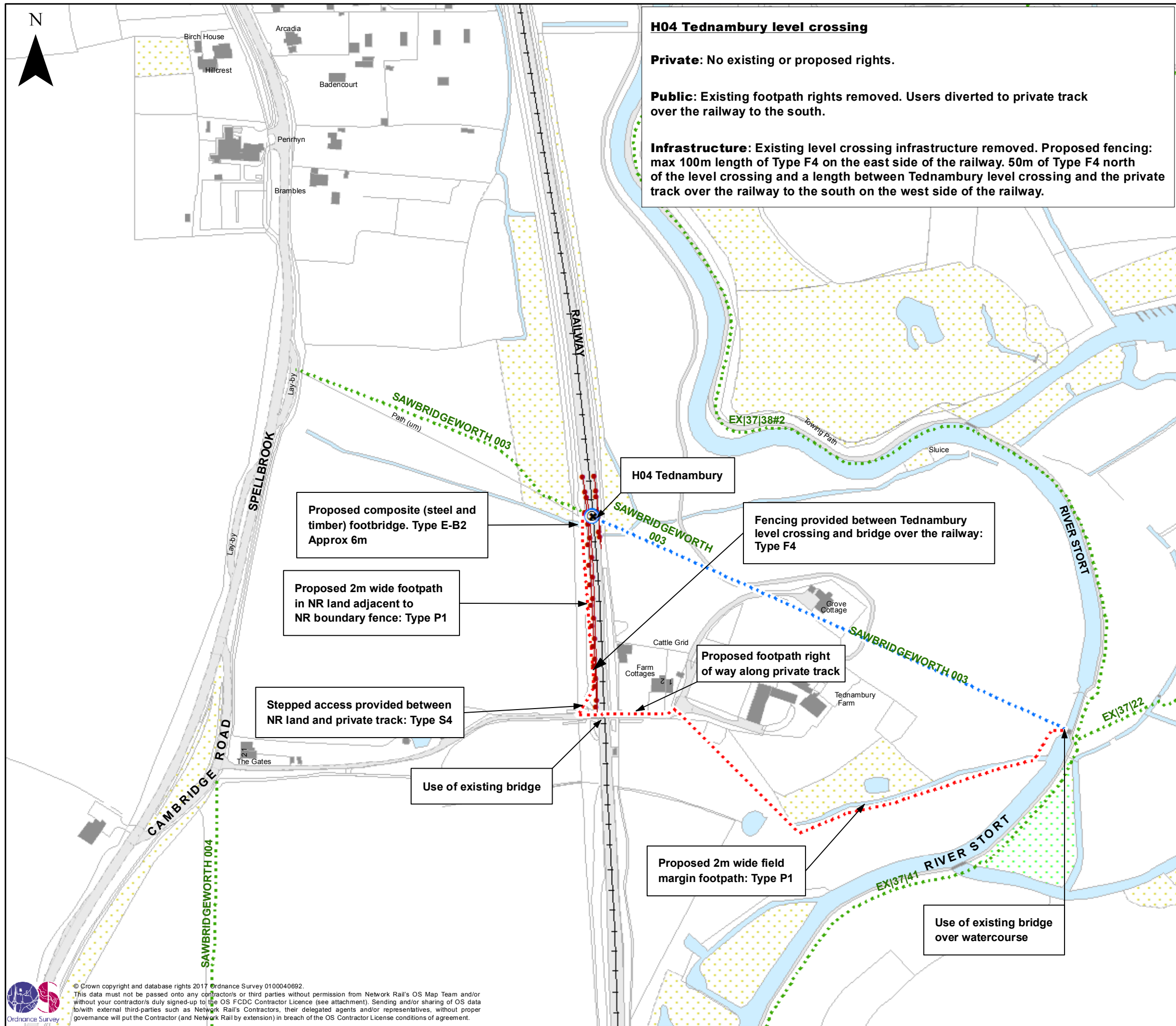
SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

	Fencing (tie into existing)		Future developments by Third Party projects where planning details are available
	Gates		Railway
	Bridges		
	Footway		

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

 	<p>Anglia Level Crossing Reduction Strategy</p> <p>Design Freeze Proposals</p>
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<p align="center">H03 - Slipe Lane Hertfordshire - Broxbourne District (B) Post Code - EN10 6HN</p>						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD-367516-H03-GEN-005				



H04 Tednambury level crossing

Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to private track over the railway to the south.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 100m length of Type F4 on the east side of the railway. 50m of Type F4 north of the level crossing and a length between Tednambury level crossing and the private track over the railway to the south on the west side of the railway.



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Closure of existing right of way
 - Use of existing right of way as part of diversion
 - Creation of new right of way
 - Change of status to existing right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

- The layout shown on this drawing is indicative and may be subject to change at detailed design.
- This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.



Anglia Level Crossing Reduction Strategy



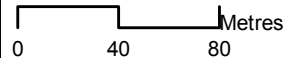
Design Freeze Proposals

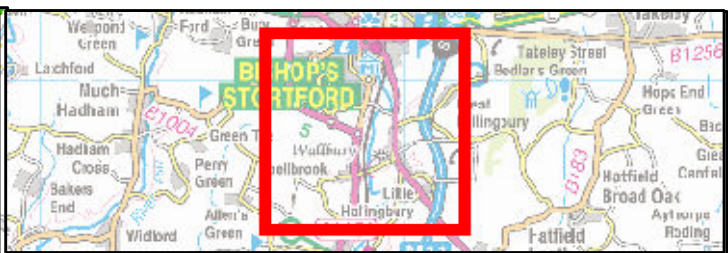
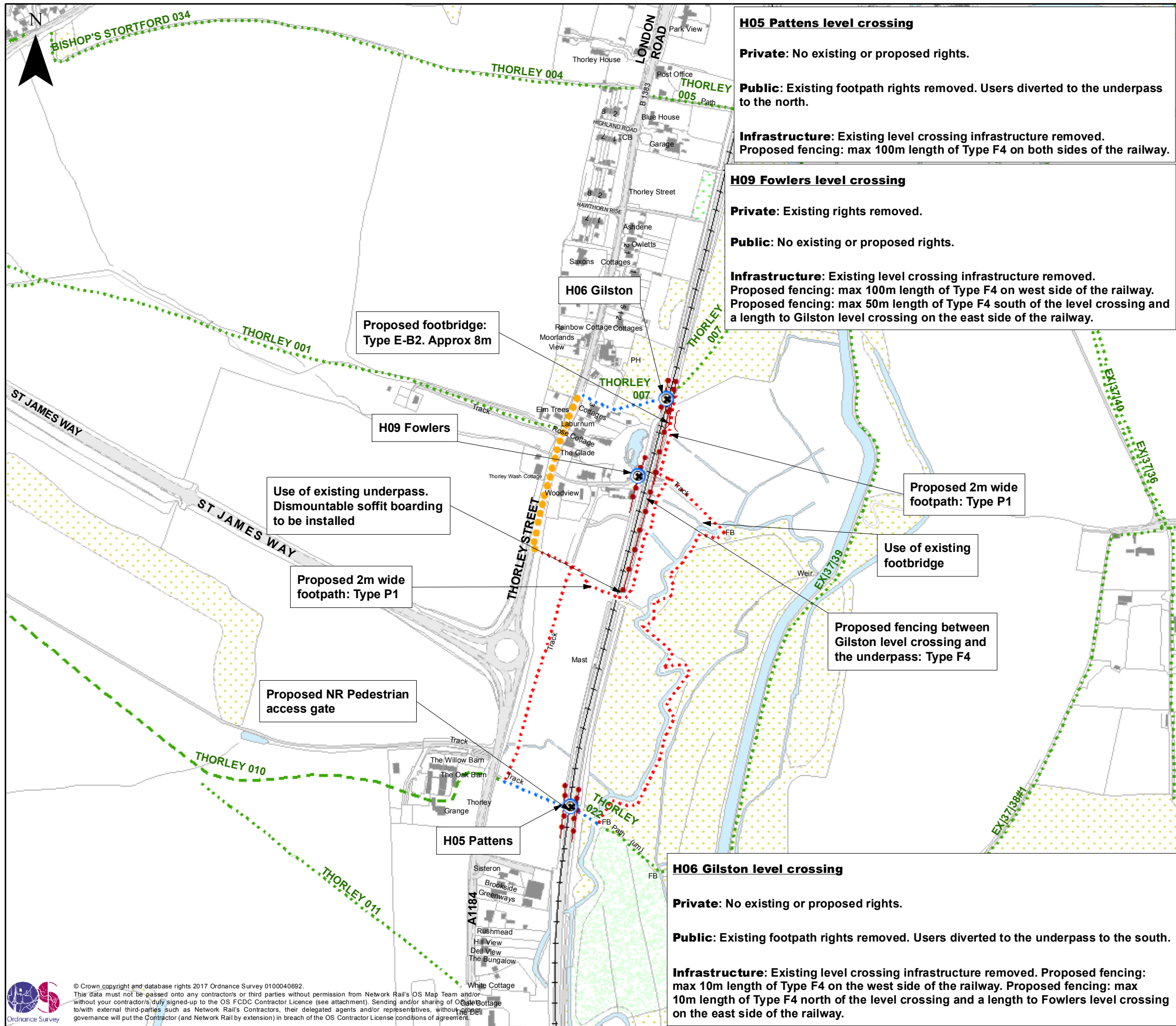
H04 - Tednambury Hertfordshire - Sawbridgeworth CP Post Code - CM23 4BD						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS	Drawing No. MMD-367516-H04-GEN-005
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SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only Diversion Route

○ ○ ○ ○ Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

— · — Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— ■ — Gates — — — Railway

— — — Bridges

▲ ▲ ▲ Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
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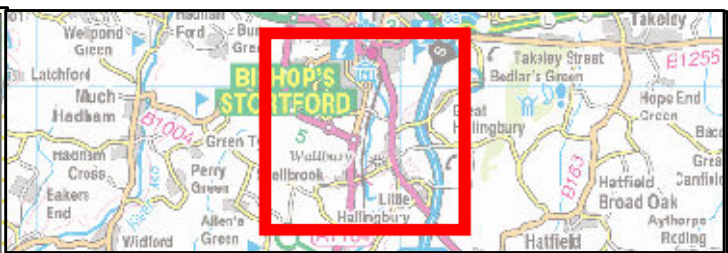
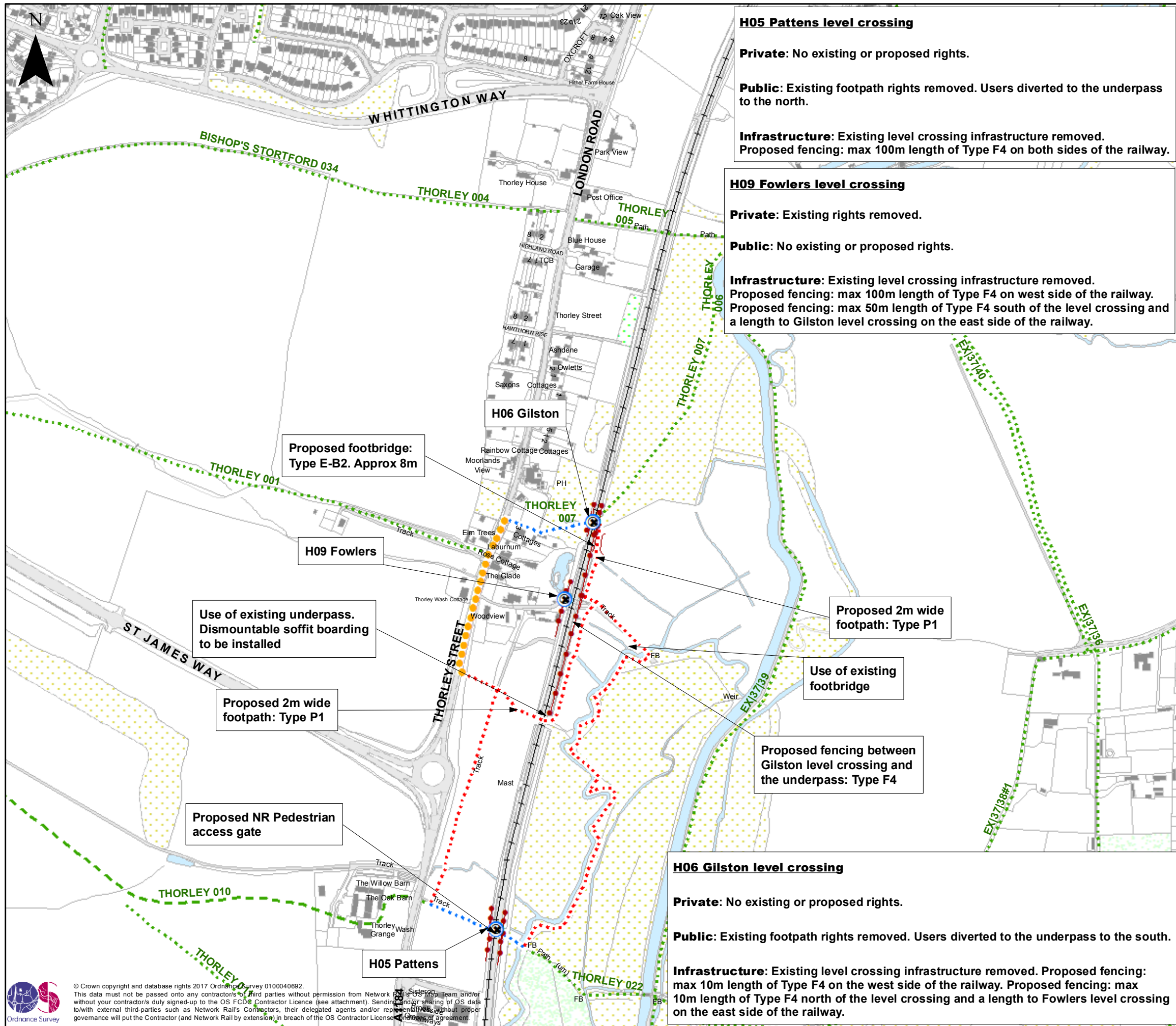
Network Rail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

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H05 - Pattens Hertfordshire - Thorley CP Post Code - CM23 4AT						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS	Drawing No. MMD-367516-H05-GEN-005
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H05 Pattens level crossing

Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to the underpass to the north.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 100m length of Type F4 on both sides of the railway.

H09 Fowlers level crossing

Private: Existing rights removed.

Public: No existing or proposed rights.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 100m length of Type F4 on west side of the railway. Proposed fencing: max 50m length of Type F4 south of the level crossing and a length to Gilston level crossing on the east side of the railway.

H06 Gilston

Proposed footbridge:
Type E-B2. Approx 8m

H09 Fowlers

Use of existing underpass.
Dismountable soffit boarding
to be installed

Proposed 2m wide
footpath: Type P1

Proposed NR Pedestrian
access gate

Proposed 2m wide
footpath: Type P1

Use of existing
footbridge

Proposed fencing between
Gilston level crossing and
the underpass: Type F4

H06 Gilston level crossing

Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to the underpass to the south.

Infrastructure: Existing level crossing infrastructure removed. Proposed fencing: max 10m length of Type F4 on the west side of the railway. Proposed fencing: max 10m length of Type F4 north of the level crossing and a length to Fowlers level crossing on the east side of the railway.

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Closure of existing right of way
 - Use of existing right of way as part of diversion
 - Creation of new right of way
 - Change of status to existing right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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Anglia Level Crossing
Reduction Strategy

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Design Freeze Proposals

H06 - Gilston
Hertfordshire - Thorley CP
Post Code - CM23 4AS

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Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

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Drawing No.
MMD-367516-H06-GEN-005

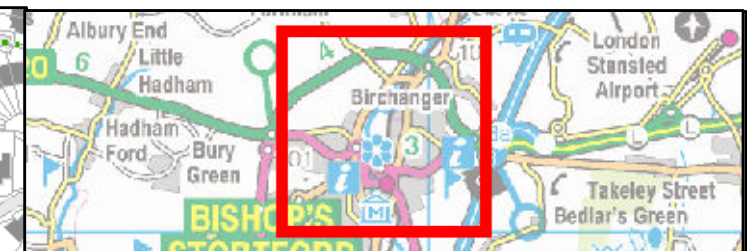
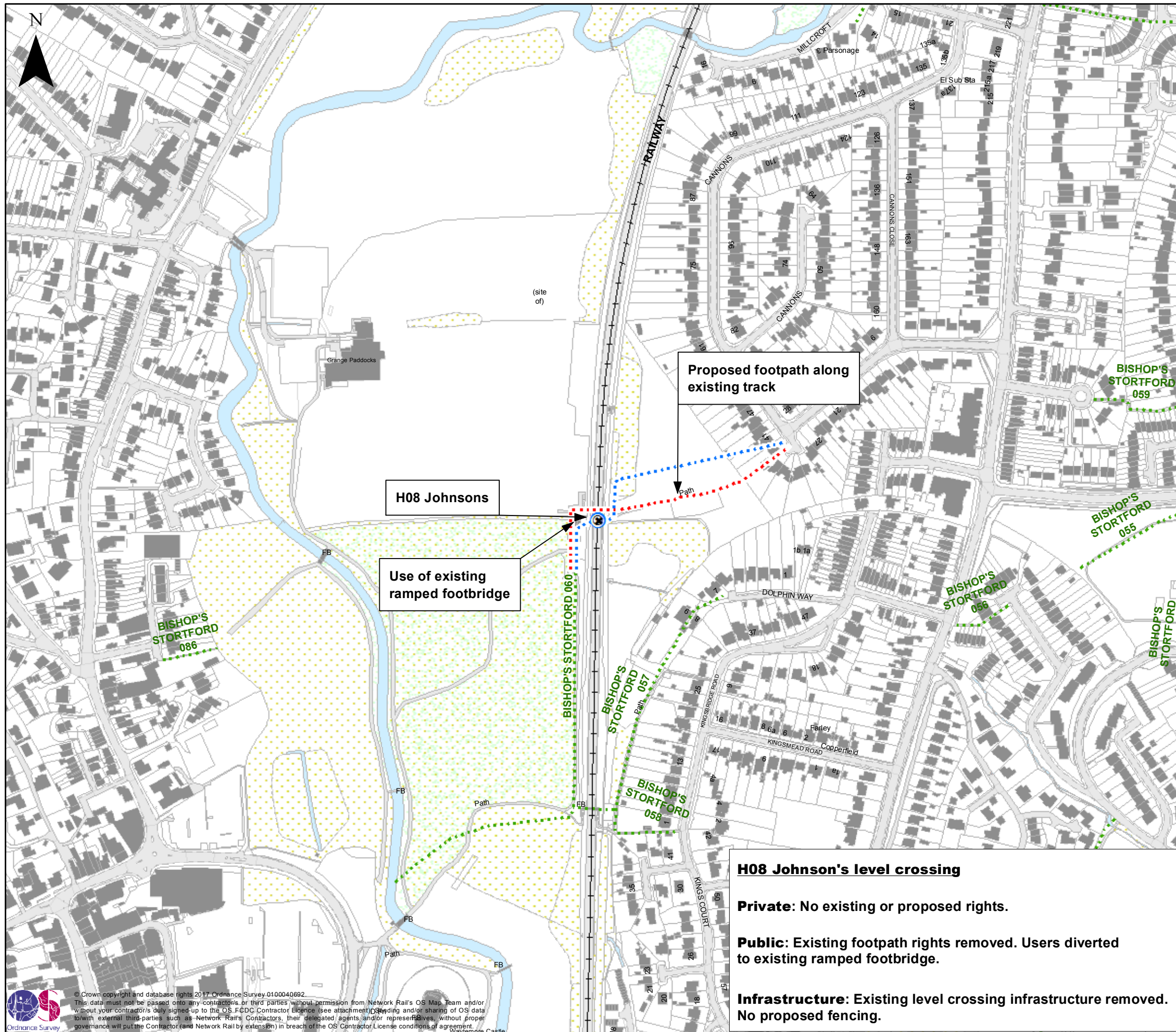


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SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Use of existing right of way as part of diversion
 - Change of status to existing right of way
 - Closure of existing right of way
 - Creation of new right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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Anglia Level Crossing
Reduction Strategy

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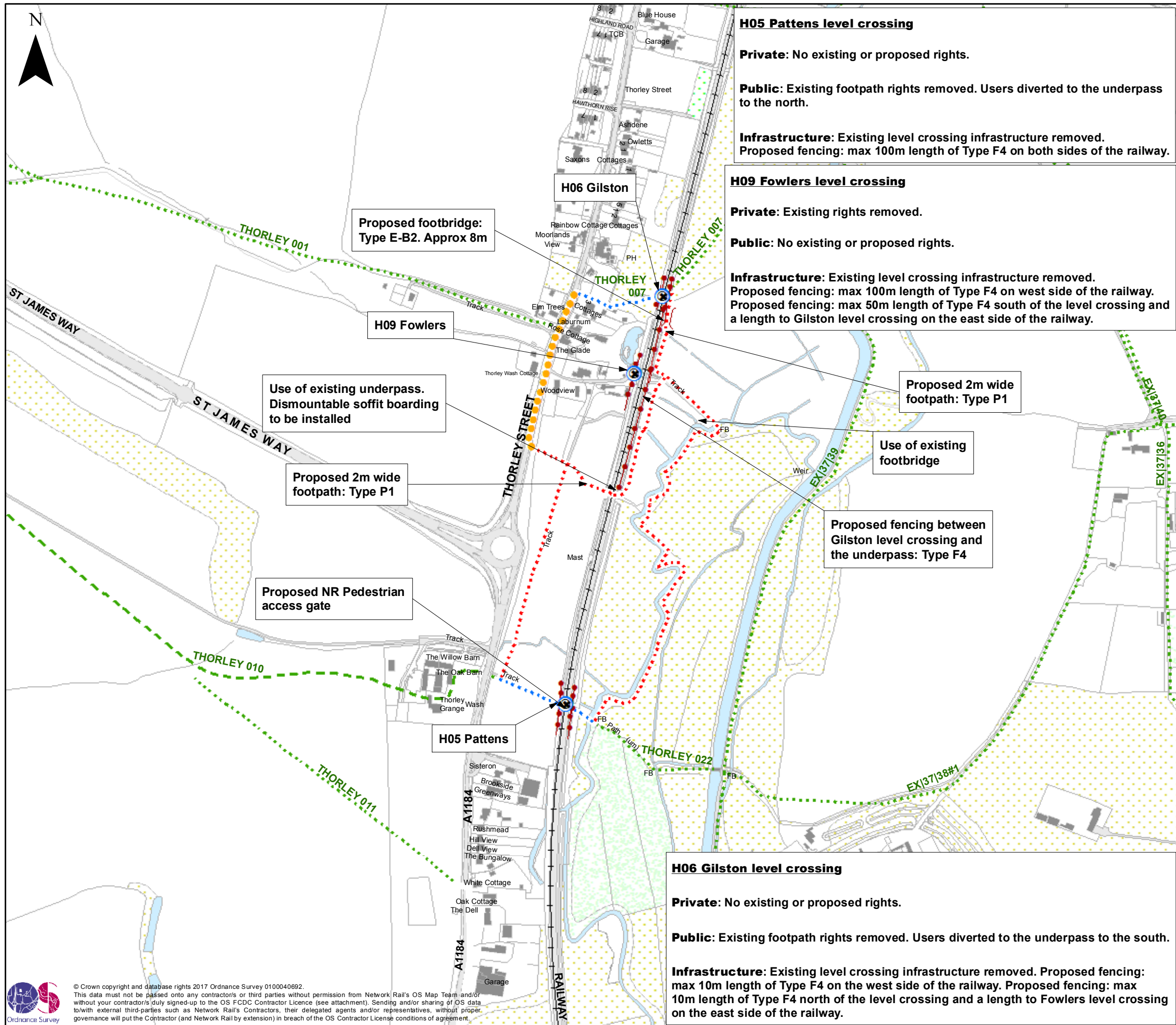
Design Freeze Proposals

H08 - Johnsons
Hertfordshire - Bishop's Stortford CP
Post Code - CM23 2AH

P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

Drawing No.
MMD-367516-H08-GEN-005



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations. The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed. The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only Diversion Route

○ ○ ○ ○ Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

—●— Fencing (tie into existing) [] Future developments by Third Party projects where planning details are available

—■— Gates —+— Railway

— — — Bridges

▲▲▲ Footway

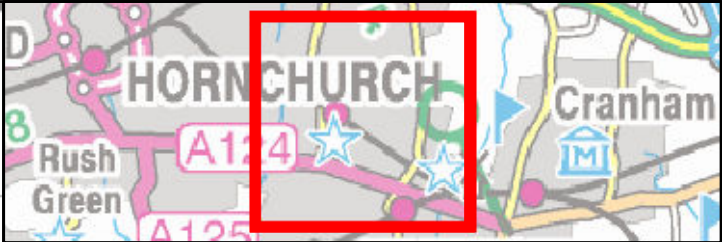
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Network Rail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

H09 - Fowlers Hertfordshire - Thorley CP Post Code - CM23 4AS						
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
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Scale at A3 NTS		Drawing No. MMD-367516-H09-GEN-005				



SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project
 Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
 The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public)
 Byway open to all traffic (public)

- - - Bridleway (public)
 Road / Track (private)

- . - Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
 The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available
 Motorised Only Diversion Route

Verge Available (No Footway)

Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion
 Closure of existing right of way

Use of existing right of way as part of diversion
 Creation of new right of way

Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)
 Future developments by Third Party projects where planning details are available

Gates
 Railway

Bridges

Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
 2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

HA1 - Butts Lane

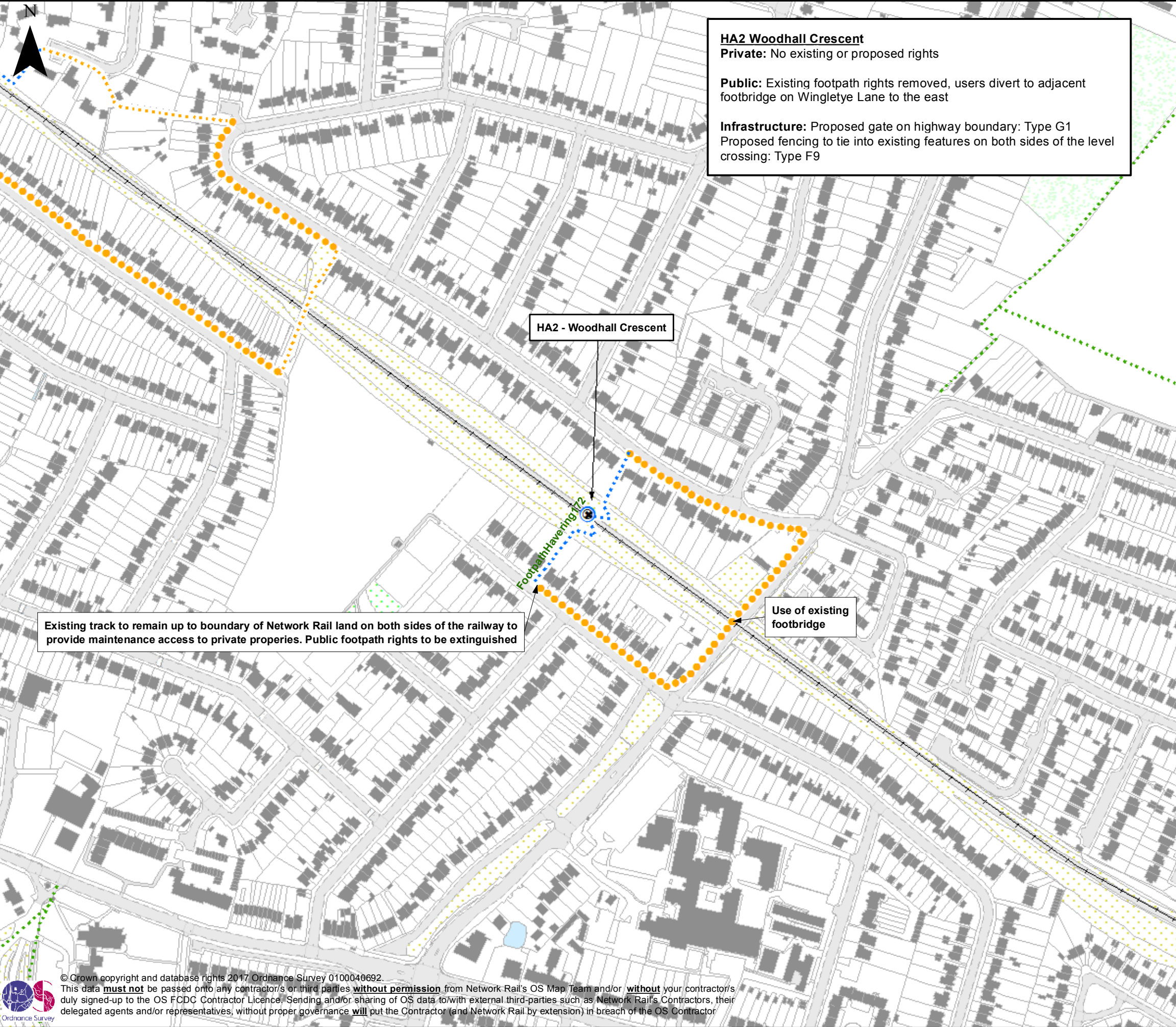
Havering - FP170

Post Code RM11 3NA

P3A	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3 NTS

Drawing No. MMD- 367516-HA1-GEN-005



HA2 Woodhall Crescent
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent footbridge on Wingletye Lane to the east

Infrastructure: Proposed gate on highway boundary: Type G1
Proposed fencing to tie into existing features on both sides of the level crossing: Type F9

HA2 - Woodhall Crescent

Existing track to remain up to boundary of Network Rail land on both sides of the railway to provide maintenance access to private properties. Public footpath rights to be extinguished

Use of existing footbridge



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail

Anglia Level Crossing Reduction Strategy

MOTT MACDONALD

Design Freeze Proposals

HA2 - Woodhall Crescent
Havering - FP172
Post Code RM11 3ST

P3B	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
NTS

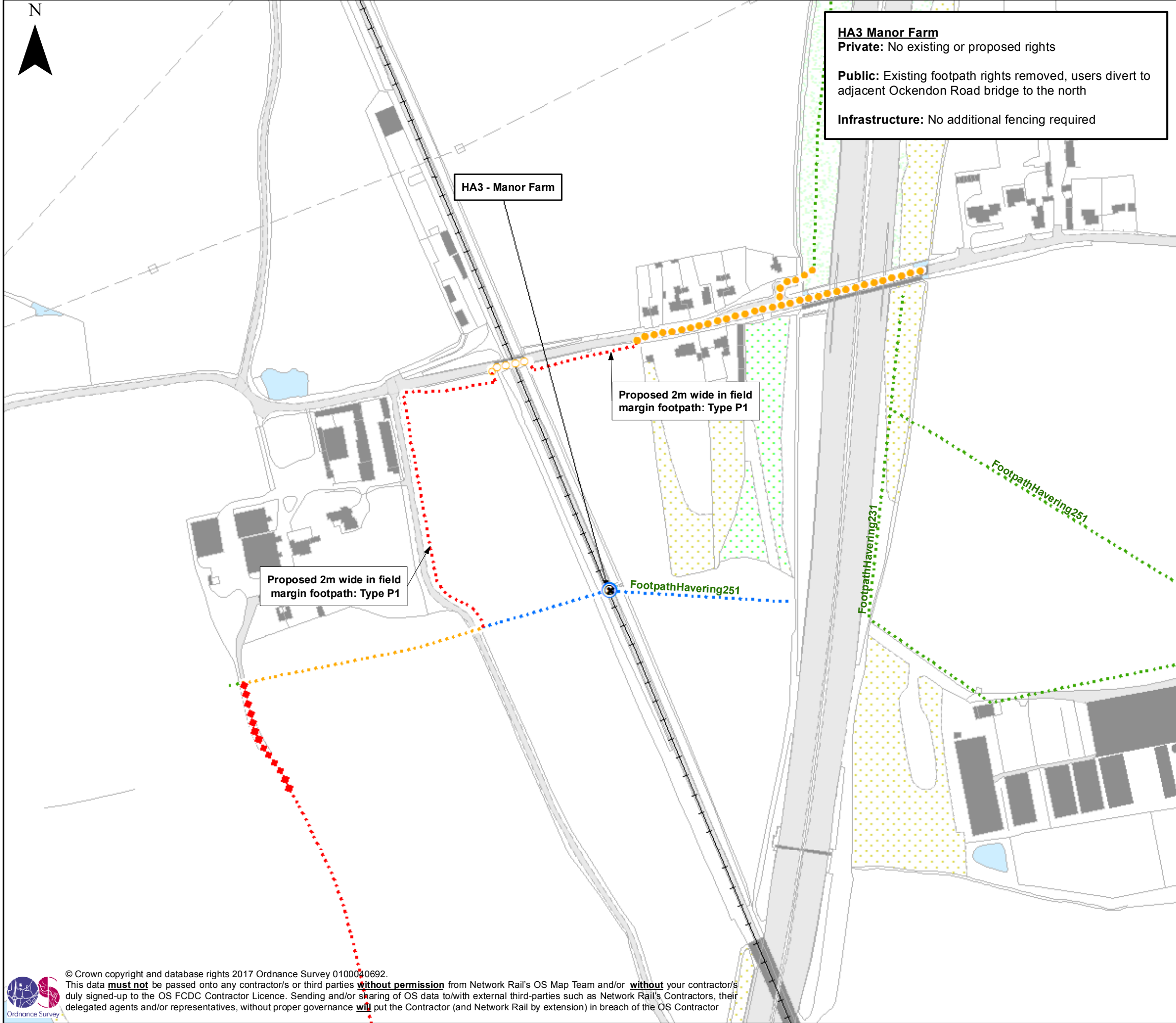
Drawing No.
MMD- 367516-HA2-GEN-005

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Kilometers
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P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Essex\367516 Design Freeze Proposal Plans - Alternative Format Essex Steve Price Batch.mxd



HA3 Manor Farm
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Ockendon Road bridge to the north

Infrastructure: No additional fencing required



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● Footway Available ★ ★ ★ Motorised Only

○ ○ ○ Verge Available (No Footway) Diversion Route

○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— Gates — Railway

— Bridges

▲ Footway

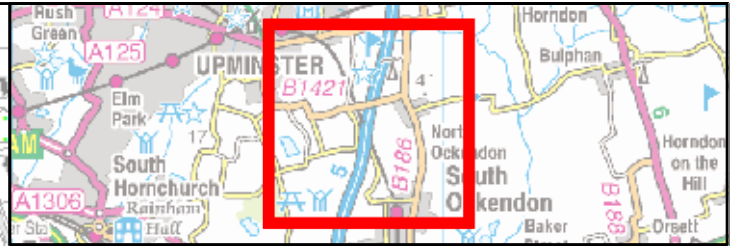
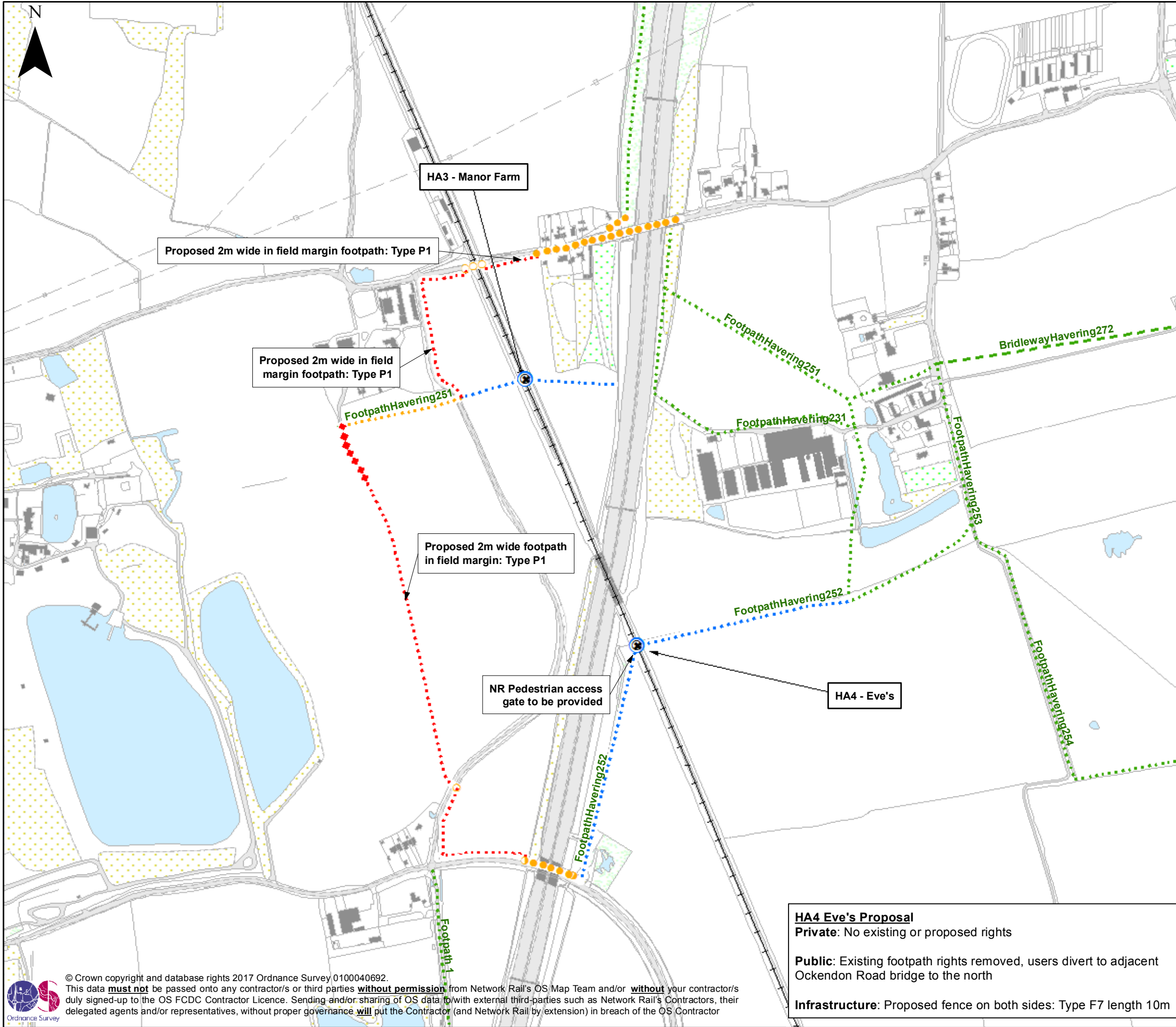
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Essex, Southend-on-Sea, Havering, Hertfordshire and Thurrock Design and Guide (Ref: 367516/ RPT024) which contains details of the infrastructure types referred to in this drawing.

Network Rail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

MOTT MACDONALD

HA3 - Manor Farm Essex - FP251 Havering Post Code RM14 2XH						
P3B	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-HA3-GEN-005				



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only

○ ○ ○ ○ Verge Available (No Footway) Diversion Route

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

— · — Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— ■ — Gates — — — Railway

— — — Bridges

▲ ▲ ▲ ▲ Footway

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Anglia Level Crossing Reduction Strategy



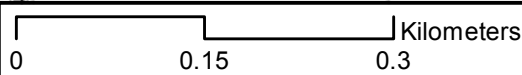
Design Freeze Proposals

HA4 Eve's Proposal

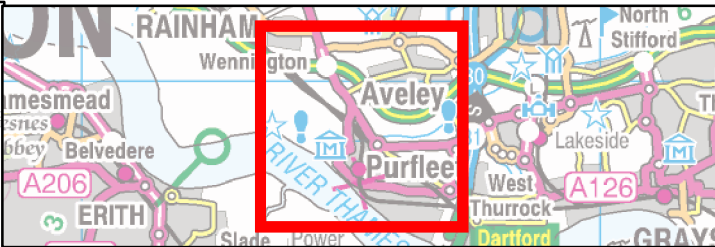
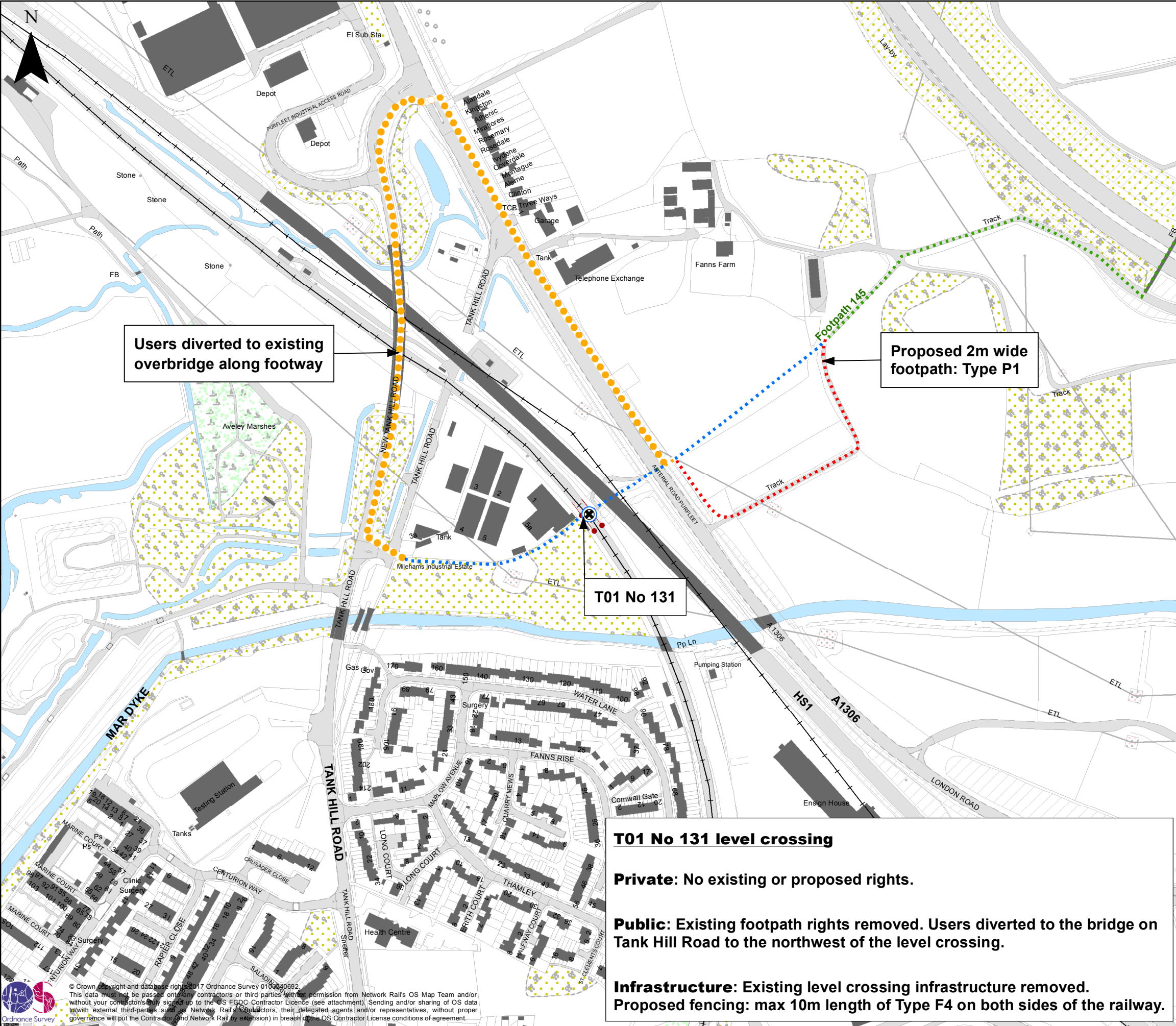
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Ockendon Road bridge to the north

Infrastructure: Proposed fence on both sides: Type F7 length 10m



P3B	Mar 2017	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 NTS		Drawing No. MMD- 367516-HA4-GEN-005				



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Available ★★ ★★ Motorised Only Diversion Route

●●●● Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

●---● Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

■ Gates

--- Bridges

▲▲▲ Footway

--- Railway

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NetworkRail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Design Freeze Proposals

T01 - No 131 Thurrock Unitary Authority - Thurrock (B) Post Code - RM19 1SX						
P3	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

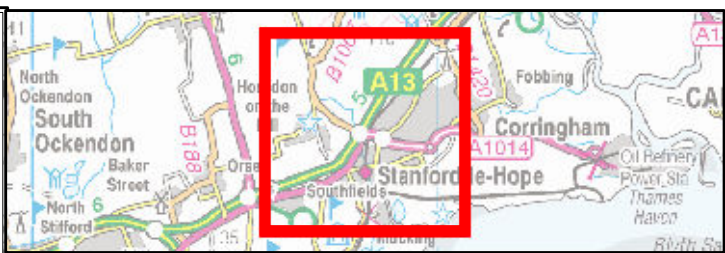
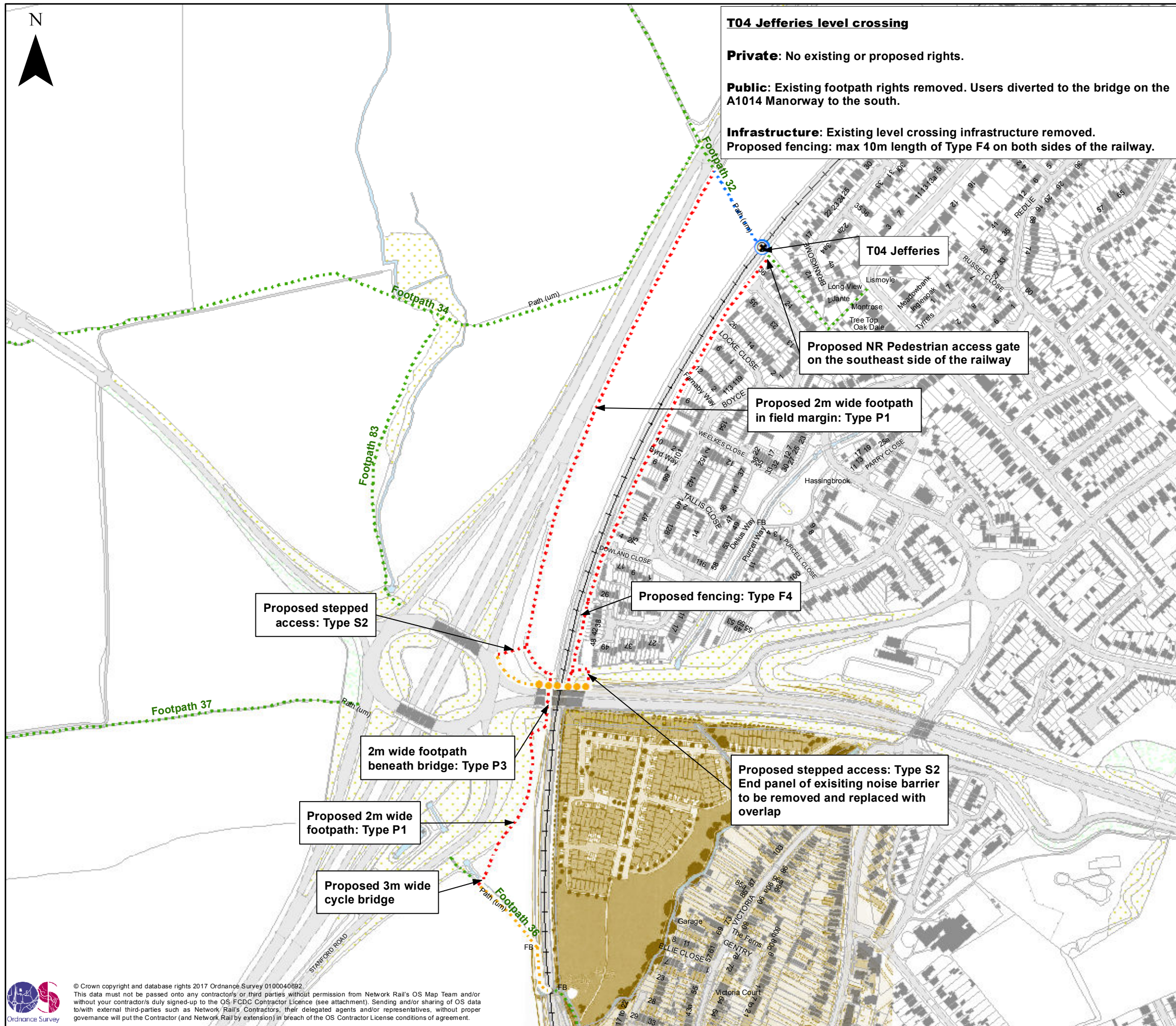
Scale at A3 NTS	Drawing No. MMD-367516-T01-GEN-005
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T01 No 131 level crossing

Private: No existing or proposed rights.

Public: Existing footpath rights removed. Users diverted to the bridge on Tank Hill Road to the northwest of the level crossing.

Infrastructure: Existing level crossing infrastructure removed.
Proposed fencing: max 10m length of Type F4 on both sides of the railway.



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
 - Closure of existing right of way
 - Use of existing right of way as part of diversion
 - Creation of new right of way
 - Change of status to existing right of way
- The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

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Anglia Level Crossing
Reduction Strategy



Design Freeze Proposals

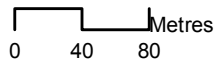
T04 - Jefferies
Thurrock Unitary Authority - Thurrock (B)
Post Code - SS17 8BA

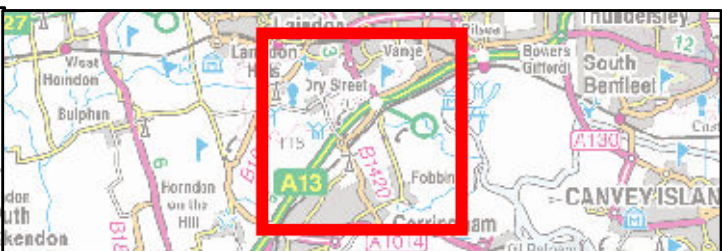
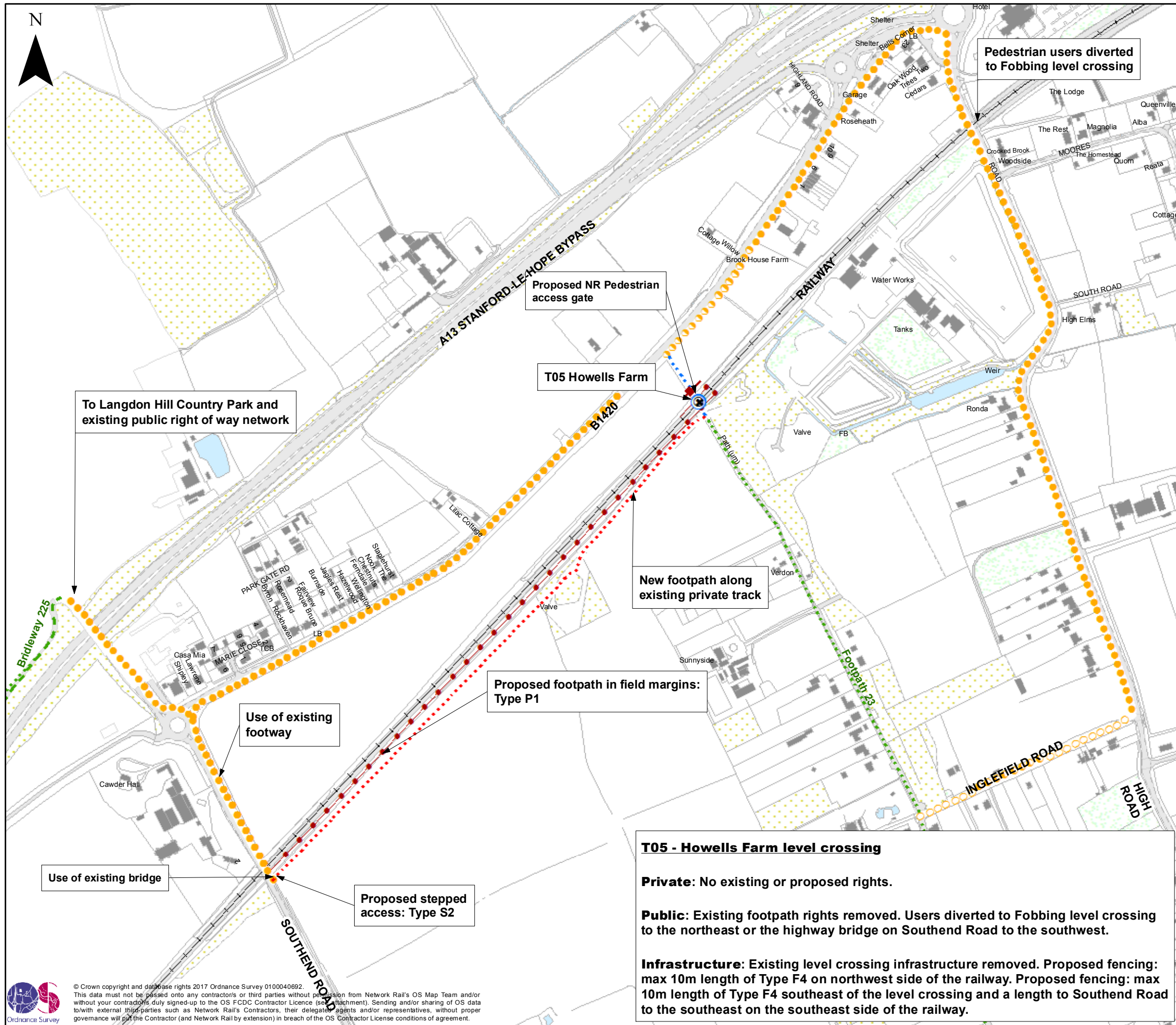
P3A	Mar 2017	For Information	OA	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
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SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per Section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

— — — Bridleway (public) ◆ ◆ ◆ Road / Track (private)

— · — Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per Section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

● ● ● ● Footway Available ★ ★ ★ ★ Motorised Only Diversion Route

○ ○ ○ ○ Verge Available (No Footway)

○ ○ ○ ○ Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to Sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative only)

— Fencing (tie into existing) ■ Future developments by Third Party projects where planning details are available

— Gates — Railway

— Bridges

▲ Footway

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NetworkRail Anglia Level Crossing Reduction Strategy

M M Design Freeze Proposals

MOTT MACDONALD

T05 - Howells Farm Thurrock Unitary Authority - Thurrock (B) Post Code - SS17 9EY						
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