

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND
OBJECTIONS PROCEDURE) (ENGLAND AND
WALES) RULES 2006**

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

STATEMENT OF CONSULTATION

(Required by Rule 10 (2) (d))

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Contents

Executive summary	1
1 Introduction	2
1.1 Scheme background	2
1.2 The Strategy	2
1.3 The Programme	2
1.4 The Projects	3
1.5 Transport and Works Act Orders	3
1.6 The Essex and others Level Crossing Reduction Order	4
1.7 Purpose	6
1.8 Report structure	6
2 Pre-application consultation requirements	8
2.1 Statutory requirements and best practice	8
3 Overview of consultation approach	10
3.1 Preparation and planning	10
3.1.1 Stakeholder Management Plan	10
3.1.2 Identification of affected parties	10
3.2 Stages of consultation	10
3.3 Process undertaken	11
3.3.1 Strategic stakeholders	11
3.3.2 Statutory consultees	13
3.3.3 Landowners	14
3.3.4 Local user and interest groups	15
3.3.5 The public	17
3.4 Promotion / communication methods	20
3.5 Pathways for providing feedback	22
3.5.1 Questionnaire	22
3.5.2 Other correspondence	22
3.6 Stakeholder management system	22
3.7 Design response	22
4 Findings from consultation	24
4.1 Round 1	24
4.1.1 Questionnaire	24
4.1.2 Other correspondence	29
4.1.3 Project team response	31
4.2 Round 2	32

4.2.1	Questionnaire	32
4.2.2	Other correspondence	34
4.2.3	Project team response	36
4.3	Information update, December 2016	37
4.3.1	Design response to consultation feedback	37
5	Conclusion	39
	Appendices	40
A.	Schedule 5 and 6 parties	41
A.1	Schedule 5	41
A.2	Schedule 6	53
B.	Private user questionnaire	57
C.	Public consultation materials	63
C.1	Programme wide materials	63
C.2	Round 1 public consultation materials	68
C.3	Round 2 public consultation materials	79
C.4	December 2016 Information Update materials	87
D.	Project team response	93
E01	Old Lane	93
E02	Camps	97
E04	Parndon Mill	105
E05	Fullers End	108
E06	Elsenham Emergency Hut	113
E07	Ugley Lane	114
E08	Henham	115
E09	Elephant	117
E10	Dixies	124
E11	Windmills	127
E12	Wallaces	131
E13	Littlebury Gate House	133
E15	Parsonage Lane / Margaretting	138
E16	Maldon Road	142
E17	Boreham	146
E18	Noakes	149
E19	Potters	152
E20	Snivillers	156
E21	Hill House 1 / E22 – Great Domsey	161
E23	Long Green	166

E25 – Church 2	167
E26 – Barbara Close	170
E28 – Whipps Farmers	172
E29 – Brown & Tawse	177
E30 / E31 – Ferry / Brickyard Farm	181
E32 – Woodgrange Close	183
E33 - Motorbike	185
E35 – Cranes No. 1	187
E36 – Cranes No.2	189
E37 – Essex Way	191
E38 - Battlesbridge	194
E38 - Battlesbridge	194
E41 – Paget	197
E42 – Sand Pit	203
E43 – High Elm	206
E45 / E46 – Great Bentley Station / Lords No. 1	208
E47 - Bluehouse	214
E48 - Wheatsheaf	216
E49 – Maria Street	219
E51 – Thornfield Wood	220
E52 – Golden Square	226
E54 – Bures	233
E56 – Abbots	237
E57 – Wivenhoe Park	240
H01 – Trinity Lane	244
H02 – Cadmore Lane	245
H03 – Slipe Lane	246
H04 – Tednambury	247
H05 / H06 / H09 – Pattens / Gilston / Fowlers	251
H08 – Johnsons	259
HA01 – Butts Lane	260
HA02 – Woodhall Crescent	263
HA03 / HA04 – Manor Farm / Eves	266
T01 – No 131	271
T04 – Jefferies	273
T05 – Howells Farm	277

Executive summary

Network Rail has undertaken extensive consultation throughout the development of the Anglia Level Crossing Reduction Programme. This has helped to inform the specification of the scheme, by enabling key stakeholders and members of the public to provide their feedback on the emerging proposals, which has been considered and used in the decision making to refine the solutions for each level crossing.

A consultation strategy was developed to adhere to the statutory requirements from Rule 10(2)(d) of the Application Rules. It also helped to ensure that the consultation process is inclusive and effective, improving the acceptability of the proposals to be applied for within the Essex and others Level Crossing Reduction Transport and Works Act Order (TWAo), and thereby increasing the level of confidence that robust proposals have been developed.

The consultation planning recognised that effective and on-going engagement with the following wide range of stakeholders will be key to the successful promotion of the TWAo:

1. **Strategic stakeholders** (Local Planning and Highway Authorities; MPs, Councillors, Parish Councils etc.);
2. **Statutory consultees** (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992);
3. **Landowners** (including tenants, occupiers, and parties with private rights of way);
4. **Local access, user, and interest groups;**
5. **The public.**

Whilst consultation has been ongoing throughout all stages of the project, the periods of formal public consultation activities can be summarised as follows:

- **Round 1: Initial options** for each level crossing were presented in June 2016 to support the option selection process;
- **Round 2: Preferred option** (generally a single option) for each level crossing was presented in September / October 2016;
- **December 2016 Information Update:** To highlight significant changes to proposals at seven public level crossings (i.e. those where there will be changes made to the solution which might significantly affect the public), as a result of the feedback received from the public and stakeholders during Round 2.

Stakeholder engagement feedback and responses for each round of public consultation were considered as part of the option selection process along with a range of other factors. In addition, consultation also helped shape the proposals and key examples are provided in **Appendix D**.

1 Introduction

1.1 Scheme background

Network Rail has taken steps to close or reduce potential risk at many level crossings on the railway network and is continually looking at ways to improve safety, reliability and value for public money. This is achieved through various existing programmes and initiatives including the National Level Crossing Closure Programme which is based around safety criteria.

Additionally, Network Rail has developed the Anglia Level Crossing Reduction Strategy to further consider options to provide alternative means of crossing the railway to help expedite the process. In particular, the Strategy will help provide the following benefits:

- Improve the safety of level crossing users;
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy;
- Reduce the ongoing operating and maintenance cost of the railway;
- Reduce delays to trains, pedestrians and other highway users;
- Improve journey time reliability for all railway, highway and other rights of way users.

The purpose of the Anglia Level Crossing Reduction Strategy is to improve safety, allow Network Rail to more effectively manage their assets, reduce the ongoing maintenance liability of the railway and help enable various separate potential enhancement schemes in the future.

1.2 The Strategy

The Anglia Level Crossing Reduction Strategy comprises 5 phases; however, the proposals in the Essex and others Transport and Works Act Order (TWAo) only relates to Phases 1 and 2.

Phase 1 (mainline) and 2 (branch line) comprise level crossings where the proposals do not include any new form of grade separation across the railway, and where benefits may be deliverable and affordable within Network Rail Control Period 5 (to 31/03/2019) and Control Period 6 (to 31/03/2024).

Phases 3 to 5 will include new grade separated crossings of the railway, and diversion or downgrading of major highways. Network Rail has advised that these later phases are likely to be implemented within Control Period 6 (2019 to 2024) after Phases 1 and 2 are implemented. This is because the more substantive associated infrastructure means that they will take longer to develop and secure the necessary funding. It is expected that planning work on Phases 3 to 5 may be progressed during the latter stages of Control Period 5.

1.3 The Programme

Governance for Railway Investment Projects (GRIP) is Network Rail's management stages for projects and divides them into eight distinct stages, shown in the left hand side of Figure 1 below. The overall GRIP approach is product rather than process driven (i.e. within each stage an agreed set of products are delivered), and can be difficult to interpret in the context of the planning process. The right hand side of Figure 1 shows the key planning activities and/or events that occurs at each GRIP stage during the Programme.

Figure 1: GRIP stages in planning context

GRIP stage		Planning stage
GRIP 0 Strategic requirement		<ul style="list-style-type: none"> • Early work to determine the strategic requirement for the scheme
GRIP 1 Output definition	→	<ul style="list-style-type: none"> • Initial requirements and consideration of long list options
GRIP 2 Feasibility	→	<ul style="list-style-type: none"> • Short list option feasibility and public consultation –
GRIP 3 Option selection	→	<ul style="list-style-type: none"> • Agree single option, prepare and submit TWAO application
GRIP 4 Single option development	→	<ul style="list-style-type: none"> • Objection (case) management and Public Inquiry
GRIP 5 Detailed design		
GRIP 6 Construction test and commission		
GRIP 7 Scheme hand back		
GRIP 8 Project close out		

Source: Mott MacDonald

During 2014, Network Rail reviewed and developed early concept (GRIP Stage 0) solutions for Phase 1 and 2 of the Strategy. This included some early stakeholder consultation, the framework of which is set out in Chapter 3 of this report.

After considering the GRIP Stage 1 feasibility study outcomes and reviewing funding, Network Rail reduced the number of Phase 1 and 2 level crossings to be taken forward, due to affordability and deliverability. More specifically, work to consider level crossings within the county of Norfolk was deferred to Control Period 6 (2019 to 2024).

All works which are currently being progressed comprise the Programme, consisting of three individual projects, described in the next section.

1.4 The Projects

Three separate Projects have been identified within the post GRIP Stage 1 Strategy as listed below:

1. The county of Cambridgeshire (The Cambridgeshire Level Crossing Reduction Order);
2. The county of Suffolk (The Suffolk Level Crossing Reduction Order);
3. The county of Essex, the county of Hertfordshire, the unitary authorities of Thurrock and Southend-on-Sea and the London Borough of Havering (The Essex and Others Level Crossing Reduction Order).

1.5 Transport and Works Act Orders

Each of the three Projects will be the subject of a separate application under the Transport and Works Act 1992 for which Network Rail is applying. This will include the powers necessary to

enable it to implement the projects such as the acquisition of land, or rights over land, extinguishment of existing rights and alteration of rights including downgrading of roads. It should be noted that solutions at certain level crossings are part of a common solution or interact with adjacent level crossings.

1.6 The Essex and others Level Crossing Reduction Order

This report is for the Essex and others Level Crossing Reduction Order only. It comprises 61 level crossings which are named and shown in Table 1.1 and Figure 2.

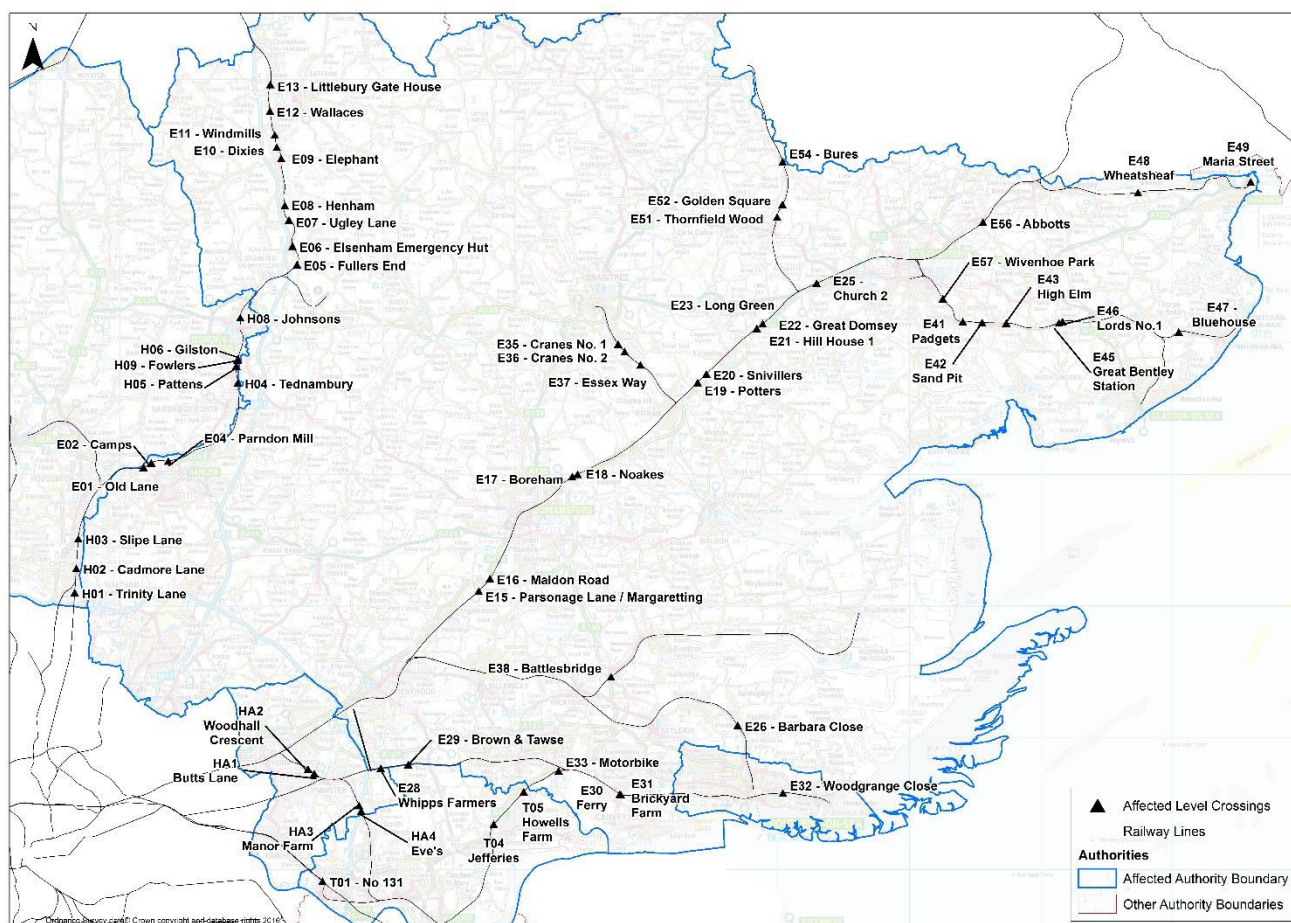
Table 1.1: Level crossings in the Essex and others Order

Code	Name
E01	Old Lane
E02	Camps
E04	Parndon Mill
E05	Fullers End
E06	Elsenham Emergency Hut
E07	Ugley Lane
E08	Henham
E09	Elephant
E10	Dixies
E11	Windmills
E12	Wallaces
E13	Littlebury Gate House
E15	Parsonage Lane / Margaretting
E16	Maldon Road
E17	Boreham
E18	Noakes
E19	Potters
E20	Snivillers
E21	Hill House 1
E22	Great Domsey
E23	Long Green
E25	Church 2
E26	Barbara Close
E28	Whipps Farmers
E29	Brown & Tawse
E30	Ferry
E31	Brickyard Farm
E32	Woodgrange Close
E33	Motorbike
E35	Cranes No. 1
E36	Cranes No. 2

E37	Essex Way
E38	Battlesbridge
E41	Paget
E42	Sand Pit
E43	High Elm
E45	Great Bentley Station
E46	Lords No.1
E47	Bluehouse
E48	Wheatsheaf
E49	Maria Street
E51	Thornfield Wood
E52	Golden Square
E54	Bures
E56	Abbotts
E57	Wivenhoe Park
H01	Trinity Lane
H02	Cadmore Lane
H03	Slip Lane
H04	Tednambury
H05	Pattens
H06	Gilston
H08	Johnsons
H09	Fowlers
HA01	Butts Lane
HA02	Woodhall Crescent
HA03	Manor Farm
HA04	Eve's
T01	No 131
T04	Jefferies
T05	Howells Farm

Source: Network Rail / Mott MacDonald

Figure 2: Map of level crossing sites and railway lines in Essex and others order



Source: Network Rail / Mott MacDonald

1.7 Purpose

This report, in accordance with Rule 10(2)(d) of The Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006 ("Application Rules"), sets out the extensive consultation activity undertaken by Network Rail to comply with the Application Rules.

Rule 10(2)(d) requires the applicant to submit with the draft Order, a report summarising all the consultations undertaken, including confirmation that the applicant has consulted with all the relevant bodies named in Schedule 5 and 6 of the Application Rules.

1.8 Report structure

Following this introduction, the report is structured as follows:

- **Chapter 2** describes the statutory requirements and incorporating best practice procedures for pre-application consultation;
- **Chapter 3** outlines the approach that was used to carry out consultation activities with all stakeholders that are relevant to this project;

- **Chapter 4** provides an overview of the key findings from the consultation and how it shaped and influenced the proposals throughout the life of the project.

2 Pre-application consultation requirements

2.1 Statutory requirements and best practice

A consultation strategy was developed to adhere to the statutory requirements from Rule 10(2)(d) of the Application Rules. It also has taken account of the following guidance and best-practice procedures to develop a more wide-ranging approach to pre-application consultation:

- The Department for Transport (DfT) 'A Guide to TWA Procedures';
- The Government's 'Code of Practice on Consultation';
- Pre-application requirements for Development Consent Orders promoted under the Planning Act 2008. Whilst this is not specifically applicable to a TWAO scheme, we have taken cognisance of relevant best practice and considered a range of approaches; and
- Planning Practice Guidance published by the UK Government in March 2014 (which supersedes the 'Code of Practice on the Dissemination of Information during Major Infrastructure Developments', which is referenced within the DfT's 'A Guide to TWA Procedures').

This approach has ensured that the consultation process is inclusive and effective, and helps maximise acceptability of the proposals to be applied for within the TWAO, thereby increasing the level of confidence that robust proposals have been developed.

- Table 2.1 demonstrates the compliance of the project's consultation activities with the statutory requirements, adherence to best practice and areas where the consultation activities undertaken exceed requirements.

Table 2.1: Consultation requirements and best practice compliance

Consultation activity	Statutory requirement	Guidance recommendation	Project activity
Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006			
Consultation Report including confirmation that all relevant parties named in column 2 of Schedules 5 and 6 of the Rules have been consulted.	✓	✓	✓
Government Code of Practice on Consultation, 2008			
Formal consultation at a stage where influencing the outcome is feasible	✗	✓	✓
Consultation period of at least 12 weeks ¹	✗	✓	✓
Clear explanations of proposals, including benefits and costs ² , the process being followed, the scope to influence the proposals	✗	✓	✓
Consultation exercises accessible to and clearly targeted at those people affected	✗	✓	✓
Minimising the burden of consultation to consultees	✗	✓	✓
Analysis of consultation responses with feedback provided following the consultation exercises	✗	✓	✓
Learning from guidance and best practice to plan and run consultation exercises	✗	✓	✓
Planning Act, 2008: Guidance on the pre-application consultation			
Notify the Secretary of State of the proposed application and whether an environmental impact assessment or a screening opinion will be pursued	✗	✓	✓
Produce and make easily available a Statement of Community Consultation (Pre-Application Approach to Community Consultation, PAACC) ³	✗	✓	✓
Publicity and advertisement of consultation exercises	✗	✓	✓
Minimum period of 28 days for return of responses to consultation ⁴	✗	✓	✓

Source: Rule 10 of the Transport and Works (Applications and Objections Procedure), 2006; Code of Practice on Consultation, 2008

¹ Stakeholder consultation has been ongoing from 2015 to 2017, with several rounds of formal public consultation undertaken in 2016

² Costs were discussed with the local authority as part of ongoing discussions regarding the proposals

³ A "Communications Plan" has been produced for this project, which is similar in nature to a PAACC

⁴ All formal public consultation periods provided a minimum period of 28 days for the return of responses, with exception to the Round 2, whereby a 21-day return period was advertised. However, responses received up to 28 days were accepted and included in the consultation reporting

3 Overview of consultation approach

3.1 Preparation and planning

3.1.1 Stakeholder Management Plan

A Stakeholder Management Plan (SMP) was developed to set out how the project will engage with stakeholders during the feasibility design development and TWAO pre-application stage. This SMP was followed through all stages of consultation.

In addition, a Communications Plan was developed and was prepared for the Essex and others area and issued to the County and District Councils at the outset of the project. These were shared with the relevant Local Authorities to advise on the project's approach to consultation with all stakeholders and were followed throughout the consultation process.

3.1.2 Identification of affected parties

The proposed closure of level crossings will affect a wide range of stakeholders. The consultation planning recognised that effective and on-going engagement with all stakeholders will be key to the successful promotion of the TWAOs.

The stakeholders potentially affected by the scheme were categorised as follows:

1. Strategic stakeholders (Local Planning and Highway Authorities; MPs, Councillors, Parish Councils etc.)
2. Statutory consultees (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992)
3. Landowners (including parties with rights of way and beneficiaries of restrict covenants);
4. Local access, user, and interest groups
5. The public.

3.2 Stages of consultation

The Essex and others TWAO was subject to the following stages of consultation:

- **Round 1: (April to July/August 2016) Initial options** for each level crossing were presented to stakeholders, including landowners, with formal public consultation in June 2016 to support the option selection process (GRIP Stage 2). Stakeholders and members of the public were invited to submit feedback which was used to inform the development of the preferred solutions, ahead of the second round of consultation. At this stage the proposal drawings were made available to consultation parties. These showed potential route options but did not specify the type of proposed right of way or potential extinguishments;
- **Round 2: (August/September to November 2016) Preferred option** (generally a single option) for each level crossing was presented, to gain buy-in to the preferred option and to refine it based on consultation feedback. A formal public consultation was held during September 2016. At this stage the proposal drawings were made available to consultation parties. These showed proposed routes including the type of right of way as well as extinguishments;

- **Round 3 Information Update (December 2016 to January 2017):** An information update was used in December 2016 to highlight changes to proposals at public level crossings, as a result of the feedback received from the public and stakeholders during Round 2. At this stage the proposal drawings were made available to consultation parties, to show the changes made. There were seven crossings (grouped into seven packages) in the Essex and others TWAO included within the December 2016 Information Update:
 - E02 Camps & E03 Sadlers package
 - E04 Parndon Mill
 - E11 Windmills
 - E20 Snivillers
 - E27 Puddle Dock & E28 Whipps Farmers package
 - E45 Great Bentley Station & E46 Lords No. 1 package
 - E52 Golden Square

At each of these consultation stages, the public as well as stakeholders were invited to discuss and comment on the entirety of the proposals including the route options, specific features and need for the scheme.

- **Round 4 (January to February 2017):** continuing Landowner Engagement (undertaken by Bruton Knowles)

While there were defined periods of public consultation; engagement with other key stakeholders such as landowners, local authorities, statutory consultees was an continual process, hence the overlapping time periods given above.

Please note, in the tables found in **Appendix D**, round 3 is used to define correspondence for any level crossing during the defined timescale above, not only the level crossings which were part of the December 2016 update

3.3 Process undertaken

3.3.1 Strategic stakeholders

3.3.1.1 GRIP Stage 1

This category of consultee includes Local Planning and Highway Authorities (County and District Councils), Parish Councils, Councillors, and MPs. The Country Land and Business Association (CLA) and the National Farmers Union (NFU) were also important strategic stakeholders consulted at this stage. These organisations were able to provide details for the majority of the major farmers and landowners that will be affected by this scheme.

Essex County Council, Hertfordshire County Council, London Borough of Havering, Southend-on-Sea Borough Council and Thurrock Borough Council were consulted during GRIP Stage 1. Workshops were held with various officers (such as Highways, PROW, Green Infrastructure, Legal, Trails and Heritage etc.) in Autumn 2015. A brief overview presentation provided background context and an overview of the programme and project plan. This initial session also described the nature of the work undertaken to date, including the site visits and desktop research, and provided a further opportunity to forge partnership working for mutual benefit.

The crossings within the relevant County areas were then discussed in detail as a group, to understand the current situation and to consider the proposed solutions, in order to further develop and shape the initial proposals for level crossing closures. A Google Earth KMZ file

showing the locations of all level crossings and a PDF plans of the proposed closure solutions were circulated to all attendees prior to the meeting.

A second meeting was then held post completion of the GRIP Stage 1 reviews to provide an update to project and discuss any amendments to the proposals.

After considering the GRIP Stage 1 feasibility study outcomes and reviewing funding, Network Rail reduced the number of Phase 1 and 2 level crossings to be taken forward into the next stage of the project. More specifically, level crossings in Norfolk and those on branch lines in Suffolk were removed due to affordability and deliverability.

3.3.1.2 GRIP Stages 2 and 3

Further and more detailed consultation was undertaken with strategic stakeholders during GRIP Stages 2 and 3. At the most basic level, County, District, and Parish Councils received written correspondence throughout the programme to provide notification of the opportunities for consultation at the various stages.

- A series of workshops were held with Essex County Council, Hertfordshire County Council, London Borough of Havering, Southend-on-Sea Borough Council and Thurrock Borough Council during GRIP Stages 2 and 3, which fed into decision making in relation to the refinement of solutions for each level crossing. These are as follows:

Essex County Council

- Post Round 1 consultation: 5th August 2016
- Post Round 2 consultation: 31st October 2016

Hertfordshire County Council

- Post Round 1 consultation: 16th August 2016
- Post Round 2 teleconference: 20th October 2016

London Borough of Havering

- Post Round 1 teleconference: 3rd August 2016
- Post Round 2 teleconference: 21st October 2016

Southend-on-Sea Borough Council

- Post Round 1 teleconference: 8th August 2016
- Post Round 2 teleconference: 31st October 2016

Thurrock Borough Council

- Post Round 1 consultation: 16th August 2016
- Post Round 2 teleconference: 26th October 2016

County Archaeologists, County Cultural Heritage Officers were also invited to attend and the 14 District Councils within the Essex and others area were also invited to send a representative to attend (District Councils and unitary authorities were also requested to provide information on any planning applications that might be relevant for the team to consider during the development of the proposals for level crossings).

In addition to the workshop sessions, ongoing teleconferences / telephone conversations and email correspondence occurred between the design team and the relevant County Council Officers throughout the process, to ensure that they could input and influence the emerging proposals for each level crossing.

The Rules stipulate that every Parish or Community Council in whose area the relevant stopping-up or diversion of a footpath, a bridleway, a byway or cycle track is located, must be consulted for a TWAO application. Councillors from parish councils in which affected level crossings are situated were invited to pre-meetings, to be held before the publicised time for Round 1 and 2 public exhibitions. Other parish councils which became relevant as the design developed were also consulted. Also, in accordance with the Rules, all relevant Parish or Community Councils will be served with a copy of the TWAO application.

All affected members of parliament were consulted prior to the public consultation by letter.

Affected County and District Councillors were informed by letter. Private meetings for stakeholders were offered at each of the public consultation events one hour of the advertised time.

Network Rail, met with Essex County Council including the Cabinet Member for Transport) in January 2017.

A briefing session for Thurrock Councillors was also set up by Network Rail ahead of the second round of consultation. This was attended by 3 councillors.

Ad hoc meetings were held with MPs including:

- Bernard Jenkin MP - Harwich and North Essex (Paget)

3.3.2 Statutory consultees

This category of consultee is concerned with those as identified within Schedules 5 and 6 of the Transport and Works Act 1992.

At GRIP Stage 1, a letter was issued to the organisations outlined below on Friday 9th October 2015. The letters introduced the programme, and requested the opportunity to meet (or arrange a telephone discussion) with relevant individuals to discuss the programme and relevant crossings in further detail.

- Natural England;
- Environment Agency;
- Historic England; and
- Highways England.

Further and more detailed and ongoing consultation with these statutory consultees was carried out during GRIP Stage 2 and 3. This was done via letter, telephone discussions and meetings, to ensure that the project team was aware of key considerations in the development of the initial and preferred options. Some consultees requested more detailed design information on the proposals, which was provided.

The feedback received supported design development and the preparation of Environmental Impact Assessment (EIA) Screening Request for the Essex and others TWAOs, which was submitted to the Secretary of State on 31st January 2017. The Screening Opinion was received

back on the 15th March 2017, and confirmed that no EIA is required for the Essex and others proposals.

3.3.2.1 Schedules 5 and 6 consultees

Schedules 5 and 6 of the Rules identify a range of other statutory consultees that need to be consulted. This engagement has been undertaken via written correspondence, to provide current information about the project, details of information available on the project website and contact details to provide feedback or discuss any aspect of the project.

All parties to be served under Schedule 5 and 6 of the Rules have been informed of the intended application.

Appendix A provides a summary of the various relevant categories of consultee under Schedules 5 and 6 of the Rules, who are entitled to receive a copy of the application documents or to be served with notice of the making of the application. It also contains categories which are not relevant although consultation has been carried out with some of these parties so that they are aware of the scheme.

3.3.3 Landowners

This category of consultee is mostly concerned with the owners of land affected by the Anglia level crossing closure proposals; but also includes tenants, occupiers and parties with private rights of way.

The approach adopted for consulting with landowners and other affected parties is described below.

Details for affected landowners were obtained from the Land Registry; this enabled the team to undertake initial desktop investigations and discussions with landowners. This also enabled the identification of other affected parties (including tenants, occupiers, and parties with private rights of way).

At GRIP Stage 1, only an initial prioritised list of potentially directly affected landowners were consulted, to enquire about the operation of the land, make arrangements to gain access for surveys and obtain information for initial compensation cost estimates. This was undertaken via letter and telephone discussions. In addition to this, a small number of additional land owners were consulted during site visits if the opportunity arose (i.e. the landowner was present on site whilst our surveyor was there).

At GRIP Stage 2-3, written correspondence and discussions continued with landowners during three phases of activity (described below).

1. An initial phase of consultation activity (between April and July/August 2016) was undertaken with landowners directly affected by the proposals; namely, where the proposals involved the creation of a new public right of way across their land, where their private user rights to a level crossing would be affected, or for land adjacent to a public level crossing being affected.
2. A second phase of consultation between August and October 2016 for key landowners on single preferred options.
3. The third phase of consultation (between November and December 2016) was undertaken with landowners where there were potential significant impacts, or where changes to the proposals as a result of the consultation process or other engineering or environment reason

had taken place, etc., and where design evolution had identified new landowners / parties affected by the proposals.

4. A fourth phase of consultation activity (between December 2016 and February 2017) was undertaken by Bruton Knowles with landowners/affected parties including those subject to the acquisition of temporary access rights. This comprised progression of discussions with parties previously engaged and the engagement of new parties where identified through earlier consultation. This was undertaken through written correspondence, telephone discussions and site meetings where requested. All landowners/affected parties identified through the referencing process were written to, given an opportunity to discuss the proposals, advised of how their interest could be affected and where to view the current design.

The team made on average three separate attempts to contact unique land parties to ensure that they had sufficient opportunity to be consulted.

Furthermore, to establish the use of private user crossings, a questionnaire was produced for completion by those with rights to use at least one of the four private user crossings being considered within the Essex and others area. This is shown in **Appendix B**. The private user crossings identified within the study area within the Essex and others area are as follows

- E07 Ugley Lane
- E12 Wallaces
- E57 Wivenhoe Park
- H09 Fowlers

This questionnaire sought to capture not only the average use of the level crossing but also whether there were any times of the year when usage peaked (such as during the harvesting season). The questionnaire was posted to interested parties on Friday 2nd December 2016. A freepost return addressed envelope and details of the project email address to which responses could be sent were enclosed. The deadline for responses was set as Friday 16th December 2016. The survey was issued again to those who had not provided a response on Wednesday 11th January 2017, with a revised response date set for 23rd January 2017.

Of the questionnaires issued to the five private users, only two responses were received:

- E57 Wivenhoe Park – 1 response
- E12 Wallaces – 1 response

Network Rail can confirm that all identified parties in the Book of Reference have been consulted prior to submission of the Order. If any other parties are identified following on from submission of the order Network Rail will continue to engage with them as they become known. Key comments made by landowners have been identified in **Appendix D**. This also sets out how these comments influenced the design proposals taken forward.

3.3.4 Local user and interest groups

3.3.4.1 GRIP Stage 1

At GRIP Stage 1, Mott MacDonald worked with Network Rail to prepare an online survey as the first means of engaging with local user groups. This collated high level feedback and information, as a basis for further, more detailed engagement in the later stages of the programme. The survey intended to give an opportunity for local user groups to inform the

project team of their general principles in relation to the Anglia Level Crossing Reduction Strategy.

The following eight local user groups (largely identified from Schedule 5 of the Rules and other non-statutory strategic bodies identified by the team) were contacted with the invitation to engage with Network Rail through the completion of the survey at an organisational level:

- Auto Cycle Union;
- British Driving Society;
- British Horse Society;
- Byways and Bridleways Trust;
- Cyclist Touring Club (CTC);
- Essex Bridleway Association
- Open Spaces Society;
- Sustrans; and
- The Ramblers Association (Head Quarters).

The survey commenced on the 19th October 2015 and closed on 1st November 2015 (excluding a four-day extension). All organisations were contacted before the survey closed with a final request to participate.

A total of 12 individual responses were received, representing all of the organisations listed above, with the exception of the Auto Cycle Union and the British Driving Society. Four of the 12 responses were received from the Ramblers Association's local contacts in the Anglia region. A response was also received from the Essex Bridleways Association and Colchester Cycling Campaign (at the request of one of the eight main organisations listed above).

3.3.4.2 GRIP Stages 2 and 3

To continue the engagement started in GRIP Stage 1, the local user groups listed above were re-contacted via letter and email providing details and notification of the Round 1 and 2 consultation opportunities, as well as the December 2016 Information Update.

Other additional user and interest groups were also identified for engagement (e.g. through discussions with the strategic stakeholders etc. and / or through the public exhibition events). This also includes local interest groups (such as local environmental groups, who may not use the land affected by the proposals but have a particular interest in it). Furthermore, representatives of Network Rail attend Local Access Forums and informed attendees of upcoming public exhibition events.

In addition, the national groups listed in Schedule 5(10) of the Rules will be served with a copy of the TWAO application (as stipulated in the Rules).

Furthermore, a scoping study was undertaken during summer 2016 to consider how those with protected characteristics (as defined by the Equality Act 2010) might be affected by the proposals. This was followed by the preparation of a series of Diversity Impact Assessments (DIAs) where appropriate, which included consultation with the Network Rail's Built Environment Accessibility Panel (BEAP) for feedback.

3.3.5 The public

3.3.5.1 Public exhibition events

Round 1 and 2 consultation

A total of 13 public exhibition events was held in the Essex and others area over the course of the two rounds of consultation (six and seven events for Round 1 and Round 2 respectively). Each level crossing was allocated to one of seven event locations, as outlined below:

Event location: Colchester

- E41 Paget
- E42 Sand Pit
- E43 High Elm
- E44 Frating Abbey
- E45 Great Bentley Station
- E46 Lords No.1
- E47 Bluehouse
- E48 Wheatsheaf
- E49 Maria Street
- E51 Thornfield Wood
- E52 Golden Square
- E53 Josselyns
- E54 Bures
- E55 Lamarsh Kings Farm
- E56 Abbotts
- E57 Wivenhoe Park

Event location: Harlow

- E01 Old Lane
- E02 Camps
- E03 Sadlers
- E04 Parndon Mill
- H01 Trinity Lane
- H02 Cadmore Lane
- H03 Slipe Lane

- H04 Tednambury
- H05 Pattens
- H06 Gilston
- H07 Twyford Road
- H08 Johnsons
- H09 Fowlers

Event location: Newport

- E05 Fullers End
- E06 Elsenham Emergency Hut
- E07 Ugley Lane
- E08 Henham
- E09 Elephant
- E10 Dixies
- E11 Windmills
- E12 Wallaces
- E13 Littlebury Gate House

Event location: Upminster

- E27 Puddle Dock
- E28 Whipps Farmers
- E29 Brown & Tawse
- HA1 Butts Lane
- HA2 Woodhall Crescent
- HA3 Manor Farm
- HA4 Eve's
- T01 No 131
- T04 Jefferies
- T05 Howells Farm

Event location: Wickford

- E15 Parsonage Lane / Margaretting
- E16 Maldon Road
- E26 Barbara Close

- E30 Ferry
- E31 Brickyard Farm
- E32 Woodgrange Close
- E33 Motorbike
- E38 Battlesbridge
- E40 Creaksea Place 1

Event location: Witham

- E17 Boreham
- E18 Noakes
- E19 Potters
- E20 Snivillers
- E21 Hill House 1
- E22 Great Domsey
- E23 Long Green
- E24 Church 1
- E25 Church 2
- E35 Cranes No. 1
- E36 Cranes No. 2
- E37 Essex Way

Event location: Thurrock

- T01 No 131
- T04 Jefferies
- T05 Howells Farm

The public exhibition programme and attendance for the Round 1 and Round 2 consultations are shown in Table 3.1 and Table 3.2 below. Representatives from the County Council, District Councils and Parish Councils and local user / interest groups were invited to a pre-meeting, one hour prior to the start of the public exhibition to be briefed on the proposals.

Table 3.1: Public exhibition programme and attendance for Round 1 public consultation, Essex and others area

Event location	Date	Pre-meeting time	Public time	Stakeholder attendees	Public attendees	Total attendees
Witham	16/06/16	13:00-14:00	14:00-19:00	8	43	51
Colchester	17/06/16	13:00-14:00	14:00-19:00	18	93	111
Newport	21/06/16	13:00-14:00	14:00-19:00	14	83	97
Upminster	22/06/16	13:30-14:30	14:30-19:00	9	20	29

Event location	Date	Pre-meeting time	Public time	Stakeholder attendees	Public attendees	Total attendees
Harlow	24/06/16	13:00-14:00	14:00-19:00	11	33	44
Wickford	25/06/16	10:00-11:00	11:00-15:00	0	26	26
				60	298	358

Source: Mott MacDonald

Table 3.2: Public exhibition programme and attendance for Round 2 public consultation, Essex and others area

Event location	Date	Pre-meeting time	Public time	Stakeholder attendees	Public attendees	Total attendees
Bishop's Stortford	21/09/16	13:45-14:30	14:30-18:30	28	53	81
Newport	22/09/16	13:00-14:00	14:00-18:30	12	42	54
Thurrock	24/09/16	13:45-14:30	14:30-18:00	8	8	16
Witham	27/09/16	13:00-14:00	14:00-19:00	10	31	41
Upminster	28/09/16	13:30-14:30	14:30-19:00	12	24	36
Colchester	30/09/16	13:00-14:00	14:00-19:00	32	74	106
Wickford	01/10/16	14:45-15:30	15:30-19:00	4	14	18
				106	246	352

Source: Mott MacDonald

3.4 Promotion / communication methods

A number of promotion / communication methods were used to publicise the consultations:

- Event flyers – a flyer was produced to promote each public exhibition event (13 in total for events in the Essex and others area) – before each event, the relevant flyer was erected on both sides of the railway at every level crossing being consulted on, and a total of 53,300 flyers were delivered to addresses in proximity to the level crossings being consulted on (further details for each stage of consultation are provided below):
 - Round 1: 20,200 flyers were delivered to addresses in proximity to the level crossings being consulted on between 07/06/16 and 18/06/16
 - Round 2: 29,800 flyers were delivered to addresses in proximity to the level crossings being consulted on between 06/09/16 and 23/09/16
 - December 2016, Information Update: 3300 flyers were delivered to addresses in proximity to the level crossings being consulted on between 07/12/16 and 09/12/16
- Newspaper adverts – 23 adverts were placed in local newspapers across the Essex and others area across all consultation periods (eight for both Rounds 1 and 2 and seven for the December Update – see Table 3.3 for more details);

Table 3.3: Details of newspaper adverts

Stage of consultation	Newspaper	Publication date
Round 1	Gazette	01 June 2016
Round 1	Echo	08 June 2016
Round 1	Chelmsford Weekly News	08 June 2016
Round 1	Thurrock Gazette	09 June 2016
Round 1	Saffron Walden Reporter	09 June 2016
Round 1	Romford Recorder	10 June 2016

Stage of consultation	Newspaper	Publication date
Round 1	Herts & Essex Observer	16 June 2016
Round 1	Harlow Star	16 June 2016
Round 2	Herts & Essex Observer	08 September 2016
Round 2	Harlow Star	08 September 2016
Round 2	Saffron Walden Reporter	15 September 2016
Round 2	Braintree and Witham Times	14 September 2016
Round 2	Thurrock Gazette	15 September 2016
Round 2	Romford Recorder	16 September 2016
Round 2	Gazette	16 September 2016
Round 2	Echo	21 September 2016
December 2016 Information Update	Herts & Essex Observer	08 December 2016
December 2016 Information Update	Harlow Star	08 December 2016
December 2016 Information Update	Saffron Walden Reporter	08 December 2016
December 2016 Information Update	Braintree and Witham Times	08 December 2016
December 2016 Information Update	Romford Recorder	09 December 2016
December 2016 Information Update	Echo	07 December 2016
December 2016 Information Update	Daily Gazette	07 December 2016

Source: Mott MacDonald

- Summary sheets – this was a key information resource developed for each level crossing, at each round of consultation. Content included:
 - An overview of the programme and benefits;
 - An overview of the level crossings and its existing features;
 - The level of response and the nature of the feedback received from previous consultation;
 - A summary of the latest proposals;
 - A drawing showing the latest proposals; and
 - How to provide feedback on the proposals.
- Banners – a series of banners were produced to provide public exhibition attendees with information about the programme, its scope, and benefits, the TWAO process (project timeline), which level crossings are affected and how to provide feedback on the proposals;
- Plans – large plans were displayed on boards and on walls, to supplement the banners showing which level crossings are affected and with information about existing public rights of way;
- Information pack – this was used for the December 2016 Information Update, to provide details of the latest proposals for the level crossings which have been significantly changed, following the Round 2 consultation in September / October 2016;
- Website – the project website (www.networkrail.co.uk/anglialevelcrossings) was designed, managed and updated by Network Rail to provide information specific to each round of consultation. The flyers, summary sheets, selected banners and questionnaires were all available to download from the website, as was a link to the online surveys.
- Event flyers for all stages of consultation, and the information pack for the December 2016 Information Update were provided to strategic stakeholders (including County, District, and Parish Councils), local user / interest groups via email and / or post – these groups were also

invited to share the information on their social media platforms, to refer people to the Network Rail website.

Appendix C provides a selection of examples for the core materials described above, for each stage of consultation.

3.5 Pathways for providing feedback

3.5.1 Questionnaire

Stakeholders and members of the public were invited to complete a questionnaire to provide feedback on the Round 1 initial options and Round 2 preferred options. The questionnaire was designed to obtain feedback on a level crossing by level crossing basis.

The questionnaires could be completed and submitted in person at the public exhibitions, returned via a freepost address (envelopes were provided for this purpose), or using the online survey, which was available from the project website.

Appendix C includes a copy of the Round 1 and 2 questionnaires.

3.5.2 Other correspondence

Stakeholders and members of the public were also invited to:

- Contact the Network Rail helpline (03457 11 41 41) or on the project website www.networkrail.co.uk/anglialevelcrossings for any queries about the scheme in general⁵;
- Use the project email address (anglialevelcrossings@networkrail.co.uk) to provide written comments on the proposals;
- Write to Network Rail using the freepost address.

3.6 Stakeholder management system

The team utilised a stakeholder management system named Apollo. This is an entirely web based Land Referencing System developed within a Geographic Information System. The system was customised to accommodate the project's workflows and processes. The system provided an environment in which to access, query and edit land interest and contact information.

A schedule of consultees was prepared for each TWAO area, identifying those to be consulted. This schedule was then used to manage the consultation with the parties identified. The schedule was expanded and amended as new stakeholders were identified through the consultation process, and parties were added to the Apollo database used to record all land ownership information and consultation correspondence.

Therefore, consultation correspondence has been stored on this database for future reference.

3.7 Design response

Consultation responses were discussed with the local authority and at project meetings to help inform the decision making in relation to the refinement of solutions for each level crossing.

⁵ Circa 80 calls to the helpline have been received between May 2016 and January 2017 (includes inquiries across all TWAO Orders for the Anglia Level Crossing Reduction Strategy).

A summary of the consultation response themes and project team response for each level crossing is set out in **Appendix D**. The findings from consultation are set out in Chapter 4.

4 Findings from consultation

Network Rail has engaged in ongoing consultation to inform the design proposals in the order. The findings from consultation are set out below.

4.1 Round 1

4.1.1 Questionnaire

An example of the Essex and others Round 1 consultation sheets is included in **Appendix C2**. Table 4.1 displays a summary of the questionnaire results on option preference including the number of responses received for each level crossing, and a percentage breakdown of route preference at each level crossing. At Round 1 many of the crossings had options presented for comment. Please be aware that for some of the level crossings there are some questionnaire respondents who have selected a coloured route option as their preferred option that does not exist. These have been highlighted in red in the following table; where other is the preferred option, the respondents have proposed their own solution.

Table 4.1: Level of response and support for the initial options at each level crossing (Round 1)

UID	Name	Event	Responses	Routes					Other	None stated	Proposal colour options
				Red	Blue	Green	Orange	Purple			
E01	Old Lane	Harlow	6	67%	-	-	-	-	33%	0%	Red
E02	Camps	Harlow	8	0%	13%	-	-	-	88%	0%	Red / Blue
E03	Sadlers	Harlow	5	20%	-	-	-	-	80%	0%	Red
E04	Parndon Mill	Harlow	7	0%	-	-	-	-	86%	14%	Red
E05	Fullers End	Newport	38	63%	0%	-	-	-	26%	11%	Red / Blue
E06	Elsenham Emergency Hut	Newport	6	33%	17%	50%	-	-	0%	0%	Red / Blue / Green
E07	Ugley Lane	Newport	1	0%	-	-	-	-	100%	0%	Red
E08	Henham	Newport	6	100%	-	-	-	-	0%	0%	Red
E09	Elephant	Newport	25	16%	20%	44%	-	-	20%	0%	Red / Blue / Green
E10	Dixies	Newport	13	15%	31%	-	-	-	31%	23%	Red / Blue
E11	Windmills	Newport	12	17%	-	-	-	-	58%	25%	Red
E12	Wallaces	Newport	0	0%	-	-	-	-	0%	0%	Red
E13	Littlebury Gate House	Newport	12	58%	-	-	-	-	25%	17%	Red
E15	Parsonage Lane / Margaretting	Wickford	4	0%	-	-	-	-	75%	25%	Red
E16	Maldon Road	Wickford	3	0%	-	-	-	-	100%	0%	Red
E17	Boreham	Witham	3	33%	-	-	-	-	67%	0%	Red

UID	Name	Event	Responses	Routes					Other	None stated	Proposal colour options
				Red	Blue	Green	Orange	Purple			
E18	Noakes	Witham	3	33%	-	-	-	-	67%	0%	Red
E19	Potters	Witham	10	0%	50%	-	-	-	40%	10%	Red / Blue
E20	Snivillers	Witham	6	0%	0%	-	-	-	100 %	0%	Red / Blue
E21	Hill House 1	Witham	4	50%	-	-	-	-	50%	0%	Red
E22	Great Domsey	Witham	4	25%	-	-	-	-	75%	0%	Red
E23	Long Green	Witham	3	67%	-	-	-	-	33%	0%	Red
E24	Church 1	Witham	3	33%	-	-	-	-	67%	0%	Red
E25	Church 2	Witham	4	25%	-	-	-	-	75%	0%	Red
E26	Barbara Close	Wickford	8	63%	-	-	-	-	38%	0%	Red
E27	Puddle Dock	Upminster	4	50%	0%	0%	-	-	50%	0%	Red / Blue / Green
E28	Whipps Farmers	Upminster	3	0%	33%	0%	-	-	67%	0%-	Red / Blue / Green
E29	Brown & Tawse	Upminster	5	0%	60%	-	-	-	40%	0%	Red / Blue
E30	Ferry	Wickford	6	50%	-	-	-	-	33%	17%	Red
E31	Brickyard Farm	Wickford	4	25%	-	-	-	-	75%	0%	Red
E32	Woodgrange Close	Wickford	5	40%	-	-	-	-	60%	0%	Red
E33	Motorbike	Wickford	3	33%	-	-	-	-	67%	0%	Red
E35	Cranes No. 1	Witham	9	56%	-	-	-	11 %	33%	0%	Red
E36	Cranes No. 2	Witham	10	30%	-	-	-	-	60%	10%	Red
E37	Essex Way	Witham	11	18%	9%	-	-	-	64%	9%	Red / Blue
E38	Battlesbridge	Wickford	0	33%	-	-	-	-	67%	0%	Red
E40	Creaksea Place 1	Wickford	3	0%	0%	-	-	-	100 %	0%	Red / Blue
E41	Pagets	Colchester	50	12%	2%	-	2%	-	60%	24%	Red
E42	Sand Pit	Colchester	10	60%	-	-	-	-	30%	10%	Red
E43	High Elm	Colchester	12	42%	50%	-	-	-	8%	0%	Red / Blue
E44	Frating Abbey	Colchester	18	56%	28%	6%	-	-	11%	0%	Red / Blue
E45	Great Bentley Station	Colchester	17	41%	6%	18%	-	6%	29%	0%	Red / Blue / Green
E46	Lords No.1	Colchester	18	28%	11%	6%	-	-	56%	0%	Red / Blue / Green
E47	Bluehouse	Colchester	1	0%	-	-	-	-	100 %	0%	Red
E48	Wheatsheaf	Colchester	4	0%	-	-	-	-	100 %	0%	Red
E49	Maria Street	Colchester	3	67%	-	-	-	-	33%	0%	Red
E51	Thornfield Wood	Colchester	16	6%	19%	-	-	-	75%	0%	Red / Blue
E52	Golden Square	Colchester	18	33%	-	-	-	-	67%	0%	Red
E53	Josselyns	Colchester	23	39%	0%	-	-	-	61%	0%	Red / Blue

UID	Name	Event	Responses	Routes							Other	None stated	Proposal colour options
				Red	Blue	Green	Orange	Purple					
E54	Bures	Colchester	22	32%	5%	-	-	-	64%	0%	Red		
E55	Lamarsh Kings Farm	Colchester	21	10%	24%	29%	-	-	38%	0%	Red / Blue / Green		
E56	Abbotts	Colchester	8	0%	0%	0%	0%	-	100%	0%	Red / Blue / Green / Orange		
E57	Wivenhoe Park	Colchester	71	17%	-	1%	-	-	80%	1%	Red		
H01	Trinity Lane	Harlow	9	22%	-	-	-	-	56%	22%	Red		
H02	Cadmore Lane	Harlow	0	0%	-	-	-	-	0%	0%	Red		
H03	Slipe Lane	Harlow	1	100%	-	-	-	-	0%	0%	Red		
H04	Tednabury	Harlow	1	0%	0%	0%	100%		0%	0%	Red / Blue / Green / Orange		
H05	Pattens	Harlow	4	0%	25%	-	-	-	50%	25%	Red / Blue		
H06	Gilston	Harlow	2	0%	0%	0%	-	-	50%	50%	Red / Blue / Green		
H07	Twyford Road	Harlow	8	38%	-	-	-	-	63%	0%	Red		
H08	Johnsons	Harlow	1	100%	-	-	-	-	0%	0%	Red		
H09	Fowlers	Harlow	0	0%	0%	0%			0%	0%	Red / Blue / Green		
HA01	Butts Lane	Upminster	5	60%	-	-	-	-	0%	40%	Red		
HA02	Woodhall Crescent	Upminster	4	50%	-	-	-	-	25%	25%	Red		
HA03	Manor Farm	Upminster	3	67%	-	-	-	-	33%	0%	Red		
HA04	Eve's	Upminster	3	33%	33%	-	-	-	33%	0%	Red / Blue		
T01	No 131	Upminster	0	0%	-	-	-	-	0%	0%	Red		
T04	Jefferies	Upminster	1	0%	100%	-	-		0%	0%	Red / Blue		
T05	Howells Farm	Upminster	4	0%	50%	0%	-	-	50%	0%	Red / Blue / Green		

Table 4.2 shows more detail regarding the level of support for the proposals generally at each level crossing irrespective of a particular option. This is derived from the question “to what extent do you agree with the changes proposed at this level crossing itself?”.

- Positive indicates that the respondents chose either “strongly agree” or “agree” in answer to the question.
- Negative indicates that the respondents chose either “strongly disagree” or “disagree” in answer to the question.
- Neutral or no response indicates that the respondents chose either, “undecided/neither agree nor disagree” or did not respond at all to the question.

Table 4.2: Level of support for proposals at each level crossing (Round 1)

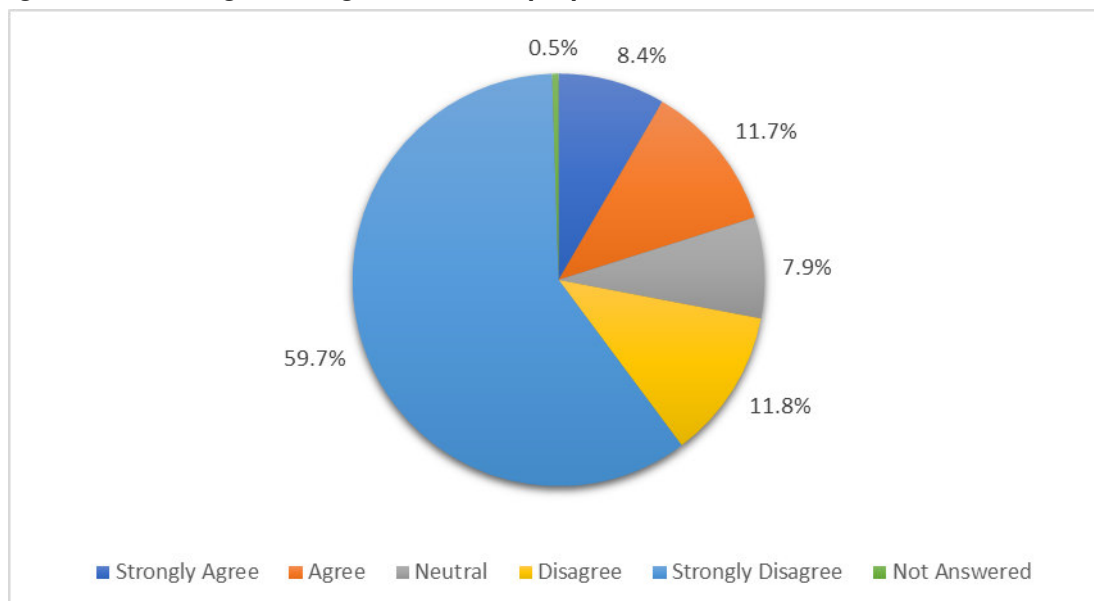
UID	Name	Event	Responses	Support for proposals (3 categories)		
				Positive (incl. strongly agree and agree options)	Neutral / No Response	Negative (incl. strongly disagree and disagree options)
E01	Old Lane	Harlow	6	33%	17%	50%
E02	Camps	Harlow	8	13%	13%	75%
E03	Sadlers	Harlow	5	40%	0%	60%
E04	Parndon Mill	Harlow	7	0%	0%	100%
E05	Fullers End	Newport	38	32%	16%	53%
E06	Elsenham Emergency Hut	Newport	6	100%	0%	0%
E07	Ugley Lane	Newport	1	100%	0%	0%
E08	Henham	Newport	6	67%	33%	0%
E09	Elephant	Newport	25	60%	8%	32%
E10	Dixies	Newport	13	38%	8%	54%
E11	Windmills	Newport	12	17%	25%	58%
E12	Wallaces	Newport	0	0%	100%	0%
E13	Littlebury Gate House	Newport	12	33%	0%	67%
E15	Parsonage Lane / Margaretting	Wickford	4	0%	50%	50%
E16	Maldon Road	Wickford	3	0%	33%	67%
E17	Boreham	Witham	3	33%	0%	67%
E18	Noakes	Witham	3	33%	0%	67%
E19	Potters	Witham	10	50%	0%	50%
E20	Snivillers	Witham	6	17%	0%	83%
E21	Hill House 1	Witham	4	25%	25%	50%
E22	Great Domsey	Witham	4	25%	0%	75%
E23	Long Green	Witham	3	67%	0%	33%
E24	Church 1	Witham	3	67%	0%	33%
E25	Church 2	Witham	4	25%	50%	25%
E26	Barbara Close	Wickford	8	50%	13%	38%
E27	Puddle Dock	Upminster	4	25%	25%	50%
E28	Whipps Farmers	Upminster	3	0%	33%	67%
E29	Brown & Tawse	Upminster	5	20%	40%	40%
E30	Ferry	Wickford	6	33%	17%	50%
E32	Woodgrange Close	Wickford	5	20%	0%	80%
E31	Brickyard Farm	Wickford	4	25%	0%	75%
E32	Woodgrange Close	Wickford	5	20%	0	80%
E33	Motorbike	Wickford	3	33%	0%	67%
E35	Cranes No. 1	Witham	9	44%	0%	56%
E36	Cranes No. 2	Witham	10	30%	30%	40%
E37	Essex Way	Witham	11	18%	0%	82%
E38	Battlesbridge	Wickford	0	0%	0%	100%
E40	Creaksea Place 1	Wickford	3	0%	0%	100%
E41	Pagets	Colchester	50	2%	0%	98%
E42	Sand Pit	Colchester	10	20%	0%	80%
E43	High Elm	Colchester	12	8%	17%	75%
E44	Frating Abbey	Colchester	18	6%	6%	89%
E45	Great Bentley Station	Colchester	17	18%	0%	82%
E46	Lords No.1	Colchester	18	11%	0%	89%
E47	Bluehouse	Colchester	1	100%	0%	0%
E48	Wheatsheaf	Colchester	4	0%	0%	100%

UID	Name	Event	Responses	Support for proposals (3 categories)		
				Positive (incl. strongly agree and agree options)	Neutral / No Response	Negative (incl. strongly disagree and disagree options)
E49	Maria Street	Colchester	3	33%	0%	67%
E51	Thornfield Wood	Colchester	16	13%	0%	88%
E52	Golden Square	Colchester	18	6%	0%	94%
E53	Josselyns	Colchester	23	4%	4%	91%
E54	Bures	Colchester	22	9%	9%	82%
E55	Lamarsh Kings Farm	Colchester	21	5%	14%	81%
E56	Abbotts	Colchester	8	0%	13%	88%
E57	Wivenhoe Park	Colchester	71	4%	4%	92%
H01	Trinity Lane	Harlow	9	33%	22%	44%
H02	Cadmore Lane	Harlow	0	0%	100%	0%
H03	Slip Lane	Harlow	1	0%	0%	100%
H04	Tednambury	Harlow	1	100%	0%	0%
H05	Pattens	Harlow	4	0%	0%	100%
H06	Gilston	Harlow	2	0%	50%	50%
H07	Twyford Road	Harlow	8	25%	13%	63%
H08	Johnsons	Harlow	1	0%	100%	0%
H09	Fowlers	Harlow	0	0%	100%	0%
HA01	Butts Lane	Upminster	5	20%	20%	60%
HA02	Woodhall Crescent	Upminster	4	50%	0%	50%
HA03	Manor Farm	Upminster	3	67%	0%	33%
HA04	Eve's	Upminster	3	33%	33%	33%
T01	No 131	Upminster	0	0%	100%	0%
T04	Jefferies	Upminster	1	0%	100%	0%
T05	Howells Farm	Upminster	4	25%	0%	75%

Out of the 618 questionnaire responses including online, from events and via the freepost address. Out of the 618 responses, we received the following level of agreement for the level crossing proposals in the Essex and others area:

- 8.4% strongly agree (52 responses);
- 11.7% agree (72 responses);
- 7.9% are undecided / neither agree nor disagree (49 responses);
- 11.8% disagree (73 responses);
- 59.7% strongly disagree (369 responses); and
- 0.5% didn't submit a response to the question (3 responses).
- The pie chart in Figure 3 displays this information in a visual form.

Figure 3: Level of general agreement with proposals across Essex and others at round 1



Source: Mott MacDonald

4.1.2 Other correspondence

Emails and letters received between the 1st June 2016 and the 31st August 2016 were considered to be related to Round 1 consultation.

Correspondence received via the project email or freepost was analysed and assigned to a series of categories – namely, to indicate objection or support for the proposals, or where an enhancement or alternative had been suggested. Where a stakeholder stated that they had no objection to the proposal, it was recorded as support. An example of an enhancement would be a suggestion for surface type or improved fencing; whilst an example of an alternative would be a suggestion for a largely different diversion route. One piece of correspondence may have been put into more than one category; e.g. if a respondent objects to a proposal but also suggests an alternative.

Please note, further emails and letters were received and classified into other categories not described above – such as acknowledgement (e.g. to receipt of an email) or general correspondence (request for information / confirmation of meeting dates etc.) These have not been included here. Table 4.3 displays a summary of the results from the 207 relevant items of email and letter correspondence received. The key comments and themes are incorporated into the Project team response table (**Appendix D**).

Table 4.3: Summary of other correspondence responses (Round 1)

UID	Name	Event	Objection	Support	Enhancement	Alternative
E01	Old Lane	Harlow	0	0	0	1
E02	Camps	Harlow	0	0	0	1
E03	Sadlers	Harlow	0	0	0	1
E04	Parndon Mill	Harlow	0	0	0	1
E05	Fullers End	Newport	0	0	0	1
E06	Elsenham Emergency Hut	Newport	3	2	0	1
E07	Ugley Lane	Newport	1	0	0	0
E08	Henham	Newport	0	0	0	1
E09	Elephant	Newport	0	0	0	0
E10	Dixies	Newport	0	0	0	0
E11	Windmills	Newport	1	0	0	0
E12	Wallaces	Newport	1	0	0	0
E13	Littlebury Gate House	Newport	2	0	0	0
E15	Parsonage Lane / Margaretting	Wickford	6	1	1	0
E16	Maldon Road	Wickford	1	1	1	0
E17	Boreham	Witham	0	0	0	0
E18	Noakes	Witham	0	1	0	0
E19	Potters	Witham	0	1	0	1
E20	Snivillers	Witham	0	1	0	0
E21	Hill House 1	Witham	0	1	1	0
E22	Great Domsey	Witham	1	1	1	0
E23	Long Green	Witham	1	1	1	0
E24	Church 1	Witham	0	1	0	0
E25	Church 2	Witham	0	1	0	0
E26	Barbara Close	Wickford	0	1	0	0
E27	Puddle Dock	Upminster	0	0	0	0
E28	Whipps Farmers	Upminster	1	0	0	0
E29	Brown & Tawse	Upminster	0	0	0	0
E30	Ferry	Wickford	0	1	0	2
E31	Brickyard Farm	Wickford	0	0	0	0
E32	Woodgrange Close	Wickford	1	0	1	0
E33	Motorbike	Wickford	2	0	0	0
E35	Cranes No. 1	Witham	5	0	0	1
E36	Cranes No. 2	Witham	3	0	1	0
E37	Essex Way	Witham	2	1	0	0
E38	Battlesbridge	Wickford	0	0	0	0
E40	Creaksea Place 1	Wickford	6	1	0	0
E41	Pagets	Colchester	29	0	1	1
E42	Sand Pit	Colchester	8	0	1	2
E43	High Elm	Colchester	1	0	0	1

UID	Name	Event	Objection	Support	Enhancement	Alternative
E44	Frating Abbey	Colchester	5	0	0	2
E45	Great Bentley Station	Colchester	4	1	1	1
E46	Lords No.1	Colchester	3	0	0	1
E47	Bluehouse	Colchester	2	0	0	1
E48	Wheatsheaf	Colchester	2	0	0	1
E49	Maria Street	Colchester	2	0	0	1
E51	Thornfield Wood	Colchester	14	2	1	0
E52	Golden Square	Colchester	15	1	0	0
E53	Josselyns	Colchester	16	0	0	1
E54	Bures	Colchester	5	8	0	0
E55	Lamarsh Kings Farm	Colchester	7	9	0	1
E56	Abbotts	Colchester	1	0	0	1
E57	Wivenhoe Park	Colchester	10	0	3	3
H01	Trinity Lane	Harlow	2	1	0	0
H02	Cadmore Lane	Harlow	0	0	0	0
H03	Slip Lane	Harlow	0	0	0	0
H04	Tednabury	Harlow	0	0	0	1
H05	Pattens	Harlow	1	0	0	1
H06	Gilston	Harlow	0	0	0	1
H07	Twyford Road	Harlow	2	0	0	0
H08	Johnsons	Harlow	0	1	0	0
H09	Fowlers	Harlow	0	0	0	1
HA01	Butts Lane	Upminster	1	1	1	0
HA02	Woodhall Crescent	Upminster	1	1	1	0
HA03	Manor Farm	Upminster	0	1	1	0
HA04	Eve's	Upminster	0	1	1	0
T01	Old Lane	Upminster	0	1	0	0
T04	Camps	Upminster	2	1	1	0
T05	Sadlers	Upminster	1	1	1	0
Total			171	46	20	32

4.1.3 Project team response

After the public consultation a workshop was held with the County and District councils to go over the crossing details and feedback received.

The consultation responses were considered and appraised in a structured format along with other factors such as engineering constraints, costs, project scope, potential environmental impacts, user safety, third party impacts and deliverability. As a result, a number of proposals were significantly changed, others tweaked and a number remained unchanged as a single preferred option was developed for the Round 2 consultation.

Key comments received for each crossing and the project team response to them are set out in **Appendix D** (Project team response to consultation feedback).

4.2 Round 2

An example of the Essex and others Round 2 consultation sheets is included in **Appendix C.3**. All crossings had a single option proposed with the exception of the H05, H06 & H09 package which had two options.

4.2.1 Questionnaire

Table 4.4 shows the level of agreement with the preferred option for each level crossing within the Essex and others area, shown at Round 2. A question was asked “to what extent do you agree with the preferred option for this level crossing?”

- Positive indicates that the respondent chose either “strongly agree” or “agree” in answer to the question.
- Negative indicates that the respondent chose either “strongly disagree” or “disagree” in answer to the question.
- Neutral or no response indicates that the respondent chose neither, “undecided/neither agree nor disagree” or did not respond at all to the question.

Table 4.4: Level of response and support for the preferred option at each level crossing (Round 2)

UID	Name	Event	Responses	Support for proposals (3 categories)		
				Positive (incl. strongly agree and agree options)	Neutral / No Response	Negative (incl. strongly disagree and disagree options)
E01	Old Lane	Bishop's Stortford	6	50%	0%	50%
E02	Camps	Bishop's Stortford	11	0%	0%	100%
E03	Sadlers	Bishop's Stortford	26	8%	0%	92%
E04	Parndon Mill	Bishop's Stortford	7	29%	0%	71%
E05	Fullers End	Newport	9	22%	11%	67%
E06	Elsenham Emergency Hut	Newport	3	33%	0%	67%
E07	Ugley Lane	Newport	2	50%	0%	50%
E08	Henham	Newport	9	44%	0%	56%
E09	Elephant	Newport	14	36%	0%	64%
E10	Dixies	Newport	7	14%	0%	86%
E11	Windmills	Newport	8	25%	13%	63%
E12	Wallaces	Newport	2	0%	50%	50%
E13	Littlebury Gate House	Newport	11	45%	0%	55%
E15	Parsonage Lane / Margaretting	Wickford	8	63%	13%	25%
E16	Maldon Road	Wickford	6	50%	17%	33%
E17	Boreham	Witham	5	20%	20%	60%
E18	Noakes	Witham	5	20%	20%	60%
E19	Potters	Witham	9	22%	0%	78%
E20	Snivillers	Witham	7	14%	0%	86%
E21	Hill House 1	Witham	7	57%	0%	43%
E22	Great Domsey	Witham	4	75%	0%	25%
E23	Long Green	Witham	1	100%	0%	0%
E24	Church 1	Witham	2	50%	50%	0%

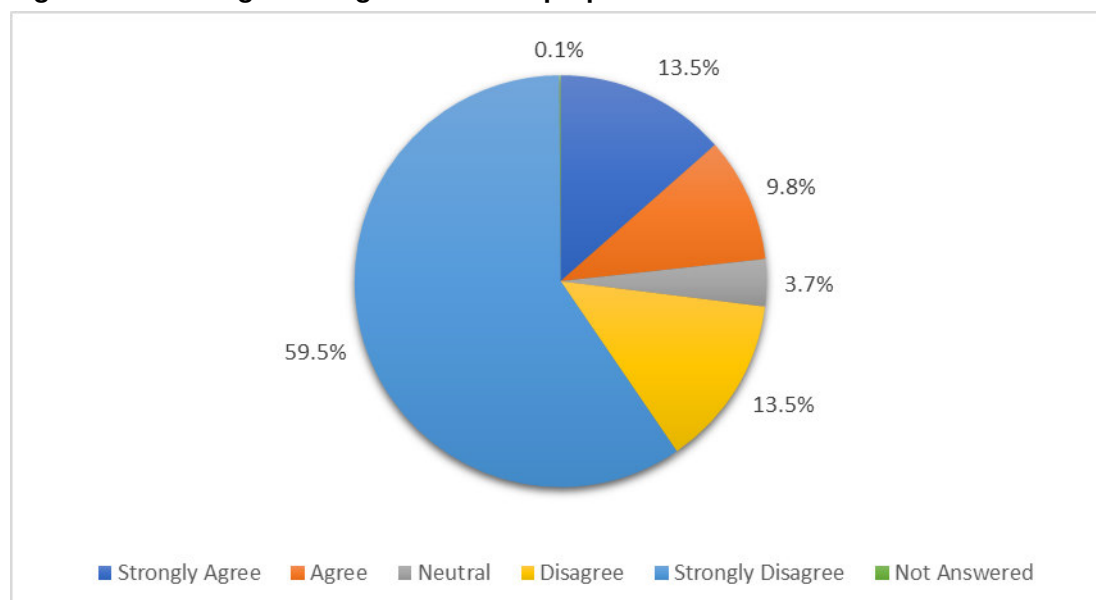
UID	Name	Event	Responses	Support for proposals (3 categories)		
				Positive (incl. strongly agree and agree options)	Neutral / No Response	Negative (incl. strongly disagree and disagree options)
E25	Church 2	Witham	4	50%	50%	0%
E26	Barbara Close	Wickford	10	10%	0%	90%
E27	Puddle Dock	Upminster	9	11%	0%	89%
E28	Whipps Farmers	Upminster	10	10%	0%	90%
E29	Brown & Tawse	Upminster	8	13%	13%	75%
E30	Ferry	Wickford	3	33%	33%	33%
E31	Brickyard Farm	Wickford	6	17%	0%	83%
E32	Woodgrange Close	Wickford	6	0%	0%	100%
E33	Motorbike	Wickford	3	0%	0%	100%
E35	Cranes No. 1	Witham	7	0%	29%	71%
E36	Cranes No. 2	Witham	4	25%	0%	75%
E37	Essex Way	Witham	8	13%	0%	88%
E38	Battlesbridge	Wickford	3	0%	33%	67%
E40	Creaksea Place 1	Wickford	11	18%	0%	82%
E41	Paget	Colchester	30	24%	0%	76%
E42	Sand Pit	Colchester	13	0%	0%	100%
E43	High Elm	Colchester	5	20%	0%	80%
E44	Frating Abbey	Colchester	17	0%	6%	94%
E45	Great Bentley Station	Colchester	19	58%	5%	37%
E46	Lords No.1	Colchester	17	35%	0%	65%
E47	Bluehouse	Colchester	7	14%	0%	86%
E48	Wheatsheaf	Colchester	6	17%	0%	83%
E49	Maria Street	Colchester	3	33%	0%	67%
E51	Thornfield Wood	Colchester	13	0%	0%	100%
E52	Golden Square	Colchester	16	13%	0%	88%
E53	Josselyns	Colchester	21	5%	5%	90%
E54	Bures	Colchester	15	0%	0%	100%
E55	Lamarsh Kings Farm	Colchester	63	3%	0%	97%
E56	Abbotts	Colchester	6	17%	0%	83%
E57	Wivenhoe Park	Colchester	31	39%	6%	55%
H01	Trinity Lane	Bishop's Stortford	9	56%	0%	44%
H02	Cadmore Lane	Bishop's Stortford	2	100%	0%	0%
H03	Slip Lane	Bishop's Stortford	3	67%	0%	33%
H04	Tednambury	Bishop's Stortford	11	73%	0%	27%
H05	Pattens	Bishop's Stortford	46	24%	2%	74%
H06	Gilston	Bishop's Stortford	35	26%	3%	71%
H07	Twyford Road	Bishop's Stortford	24	25%	4%	71%
H08	Johnsons	Bishop's Stortford	6	50%	0%	50%
H09	Fowlers	Bishop's Stortford	11	91%	9%	0%
HA01	Butts Lane	Upminster	15	0%	7%	93%
HA02	Woodhall Crescent	Upminster	11	9%	9%	82%
HA03	Manor Farm	Upminster	4	0%	25%	75%
HA04	Eve's	Upminster	7	14%	0%	86%
T01	No 131	Grays	4	50%	0%	50%
T04	Jefferies	Grays	5	0%	0%	100%
T05	Howells Farm	Grays	3	100%	0%	0%

Across the Essex and others area, the level of agreement for the preferred option at the level crossings was as follows:

- 13.5% strongly agree (99 responses);
- 9.8% agree (72 responses);
- 3.7% are undecided / neither agree nor disagree (27 responses);
- 13.5% disagree (99 responses);
- 59.5% strongly disagree (437 responses); and
- 0.1% didn't submit a response to the question (1 responses).

The pie chart in Figure 4 displays this information in a visual form.

Figure 4: Level of general agreement with proposals across Essex and others at round 2



Source: Mott MacDonald

4.2.2 Other correspondence

Emails and letters received between the 1st September 2016 and the 31st October 2016 were considered to be related to Round 2 consultation. Table 4.5 displays a summary of the results from the 120 relevant items of email and letter correspondence received. The Project team response table at **Appendix D** includes the further detail on the stakeholders who provided other correspondence and their comments on the proposals, on a level crossing by level crossing and a stakeholder category basis.

Table 4.5: Summary of other correspondence responses (Round 2)

	Name	Event	Objection	Support	Enhancement	Alternative
E01	Old Lane	Bishop's Stortford	0	0	0	0
E02	Camps	Bishop's Stortford	0	0	0	0
E03	Sadlers	Bishop's Stortford	0	0	0	0
E04	Parndon Mill	Bishop's Stortford	0	0	0	0
E05	Fullers End	Newport	1	1	1	0
E06	Elsenham Emergency Hut	Newport	0	1	1	0
E07	Ugley Lane	Newport	0	0	0	0
E08	Henham	Newport	0	0	0	0
E09	Elephant	Newport	2	0	0	2
E10	Dixies	Newport	1	0	0	1
E11	Windmills	Newport	1	0	0	0
E12	Wallaces	Newport	0	0	0	0
E13	Littlebury Gate House	Newport	1	0	0	0
E15	Parsonage Lane / Margaretting	Wickford	2	0	0	0
E16	Maldon Road	Wickford	0	1	0	0
E17	Boreham	Witham	0	0	0	0
E18	Noakes	Witham	0	0	0	0
E19	Potters	Witham	0	0	0	0
E20	Snivillers	Witham	1	0	0	1
E21	Hill House 1	Witham	0	0	0	0
E22	Great Domsey	Witham	1	0	0	0
E23	Long Green	Witham	0	1	1	0
E24	Church 1	Witham	0	1	1	0
E25	Church 2	Witham	0	1	0	0
E26	Barbara Close	Wickford	0	0	0	0
E27	Puddle Dock	Upminster	2	0	0	0
E28	Whipps Farmers	Upminster	0	0	0	0
E29	Brown & Tawse	Upminster	1	0	0	1
E30	Ferry	Wickford	0	0	0	0
E31	Brickyard Farm	Wickford	0	0	0	0
E32	Woodgrange Close	Wickford	1	0	0	0
E33	Motorbike	Wickford	0	0	0	0
E35	Cranes No. 1	Witham	0	0	0	0
E36	Cranes No. 2	Witham	1	0	0	0
E37	Essex Way	Witham	0	0	0	0
E38	Battlesbridge	Wickford	0	0	0	0
E40	Creaksea Place 1	Wickford	2	0	0	0
E41	Paget	Colchester	2	1	1	1
E42	Sand Pit	Colchester	1	0	0	0
E43	High Elm	Colchester	0	0	0	0

	Name	Event	Objection	Support	Enhancement	Alternative
E44	Frating Abbey	Colchester	4	0	0	0
E45	Great Bentley Station	Colchester	2	3	0	1
E46	Lords No.1	Colchester	6	3	0	4
E47	Bluehouse	Colchester	1	0	0	0
E48	Wheatsheaf	Colchester	0	0	0	0
E49	Maria Street	Colchester	0	0	0	0
E51	Thornfield Wood	Colchester	3	0	0	0
E52	Golden Square	Colchester	3	0	0	0
E53	Josselyns	Colchester	4	0	0	0
E54	Bures	Colchester	4	0	0	0
E55	Lamarsh Kings Farm	Colchester	9	0	0	0
E56	Abbotts	Colchester	0	0	0	0
E57	Wivenhoe Park	Colchester	3	1	0	0
H01	Trinity Lane	Bishop's Stortford	0	0	0	0
H02	Cadmore Lane	Bishop's Stortford	0	0	0	0
H03	Slip Lane	Bishop's Stortford	0	0	0	0
H04	Tednambury	Bishop's Stortford	0	0	0	0
H05	Pattens	Bishop's Stortford	1	0	1	0
H06	Gilston	Bishop's Stortford	1	0	1	0
H07	Twyford Road	Bishop's Stortford	1	1	1	0
H08	Johnsons	Bishop's Stortford	0	0	0	0
H09	Fowlers	Bishop's Stortford	1	0	1	0
HA01	Butts Lane	Upminster	0	2	1	0
HA02	Woodhall Crescent	Upminster	1	2	1	0
HA03	Manor Farm	Upminster	0	1	0	0
HA04	Eve's	Upminster	1	1	0	0
T01	No 131	Grays	0	0	0	1
T04	Jefferies	Grays	1	0	1	0
T05	Howells Farm	Grays	0	0	0	0
Total			66	21	12	12

4.2.3 Project team response

After Round 2, design plans were, again, considered in the light of the comments received and other key factors. A second workshop was held with the County and District Councils.

The preferred option at 56 of the crossings were adopted without amendment or with minor amendments only.

The following crossing were removed from the scheme at this stage:

- E03 – Sadlers: The proposed diversion route was via an existing cattle creep. Further investigations showed that it was not possible within the project constraints to improve the

headroom. The alternative diversion routes and cumulative impact of closing nearby crossing was not considered appropriate at this stage.

- E24 – Church 1: This was closed via alternative means after the construction of a footbridge
- E27 – Puddle Dock: Consultation showed that the footpath was of particular importance to local walking groups, which had contributed towards footpath improvements. The proposed diversion route was very long and the proposed closure of Whipps Farmers crossing exacerbated the position. The crossing was therefore removed.

Ten crossings had significant changes made to their designs after Round 2. For this reason, further information on the changes for these crossings was provided in the information update in December 2016.

Key comments received for each crossing and the project team response to them are set out in **Appendix D** (Project team response to consultation feedback).

4.3 Information update, December 2016

Emails and letters received between 7th December 2016 and 18th January 2017 were considered to be related to the December 2016 Information Update. Table 4.6 displays a summary of the results from the 6 relevant items of email and letter correspondence received.

Table 4.6: Summary of other correspondence responses, Information Update (December 2016) – Essex and others area

Level crossings	Objection	Support	Enhancement	Alternative	Total
E02 & E03 Camps & Sadlers	2	2	1	1	6
E04 Parndon Mill	0	0	0	0	0
E11 Windmills	0	1	0	1	2
E20 Snivillers	0	0	0	0	0
E27 & E28 Puddle Dock & Whipps Farmers	1	1	1	0	3
E45 & E46 Great Bentley Station & Lords No. 1	0	0	0	0	0
E52 Golden Square	1	0	0	0	1
Total	4	4	2	2	12

Source: Mott MacDonald

4.3.1 Design response to consultation feedback

All of the proposals shown as part of the public information process were taken forward to the final submission.

The following crossing were removed from the scheme at this stage:

- E55 – Lamarsh Kings Farm: issues of flooding along the proposed diversion route as raised through the consultation process meant that an appropriate diversion route could not be provided at this time.

- H07 – Twyford Road: the long diversion route was shown to be very unpopular during consultation. Numerous alternatives were considered, but these were found not be deliverable at this time.

In February 2017, a further three crossings were removed from the scheme after Network Rail review because the changes required to the diversion routes as a result of the consultation process were not deliverable within this project

- E40 – Creaksea Place
- E44 – Frating Abbey
- E53 – Josselyns

5 Conclusion

A consultation strategy was developed to adhere to the statutory requirements from Rule 10(2)(d) of the Application Rules and implemented. It also helped to ensure that the consultation process was inclusive and effective, improving the acceptability of the proposals to be applied for within the Essex and others Level Crossing Reduction Transport and Works Act Order (TWAO), and thereby increasing the level of confidence that robust proposals have been developed.

As a result of consultation with stakeholders, landowners and the public, the design at 41 of the 69 level crossings (number at the start of the project) has been substantially amended. A further seven crossings have been removed from the process due to stakeholder consultation responses (an eighth crossing was removed due to non-consultation reasons), whilst others have minor changes.

Appendix D sets out on a crossing by crossing basis, the key comments and themes raised in the consultation responses. It gives the stakeholder type who made the comment, a summary of their feedback and the project team response. Where comments or suggestions have not been taken forward a justification of this approach is provided.

Appendices

Appendices	40
A. Schedule 5 and 6 parties	41
B. Private user questionnaire	57
C. Public consultation materials	63
D. Project team response	93

A. Schedule 5 and 6 parties

The Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006

A.1 Schedule 5

Those to be served with a copy of the application and documents

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
1	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	<p>The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked “for the attention of Maritime and Coastguard Agency”); and, for works:</p> <p>In or adjacent to Wales, the National Assembly for Wales;</p> <p>In or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and</p> <p>In or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire; the Duchy of Lancaster.</p>	Not applicable – works not affecting any foreshore or tidal water areas.
2	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	Environment Agency
3	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British	The British Waterways Board; the Inland Waterways Amenity Advisory Council; the Inland Waterways Association; the National Association of Boat	<p>Canal & River Trust (former British Waterways Board)</p> <p>Inland Waterways Amenity Advisory Council</p> <p>Inland Waterways Association</p>

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	Owners; and the Environment Agency.	National Association of Boat Owners
4	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator; the Environment Agency; the Inland Waterways Association; and the National Association of Boat Owners.	Environment Agency Inland Waterways Association National Association of Boat Owners Essex County Council Hertfordshire County Council Thurrock Borough Council London Borough of Havering
5	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency, and for works – In England, the Secretary of State for Environment, Food and Rural Affairs; and In Wales, the National Assembly for Wales.	Not applicable – works not affecting passage of fish in a river.
6	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	The Environment Agency.	Not applicable – works don't involve tunnelling or excavation to this level
7	Works affecting an area under the control of a harbour authority as defined in section 57(1) of	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable – works not affecting any harbour areas.

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	the Harbours Act 1964(a).		
8	Works affecting a site protected under the Protection of Wrecks Act 1973(b).	For works – In or adjacent to England, the Secretary of State for Culture, Media and Sport; and In or adjacent to Wales, the National Assembly for Wales.	Not applicable – works not affecting any sites affected under the Protection of Wrecks Act.
9	Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.	The relevant highway authority, or where the street is not a highway maintainable at public expense, the street managers.	Angela Susan Carmichael Howe Missen Anthony Leighton Irwin & Diana L'Estrange Irwin Brett Aggregates Limited Brian Henry Siggers & Jane Patricia Siggers Carmela Lucy Claxton Countryside Zest (Beaulieu Park) LLP Darren George Edmonston & Diane Kerry Wilson David Morris Camp David Thomas Earey (deceased) / Mary Earey David Wayne Lamb David Wilson Homes Limited Elieen Mary Roberts Environment Agency Essex County Council Fiona May Carmichael Plaskassovitis Francis Paul Braeckman Gary Paul Sharp & Julie Sharp Homes and Communities Agency

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
			HPUT A Limited HPUT B Limited Iain Liddell Iain Liddell Iain Menzies Stuart James Gerard Braeckman John Frederick Skinner & Carol Anne Skinner John Little Julie Carmichael Fitch Lee Valley Regional Park Authority McMullen & Sons, Limited Murray Camp Northumbrian Water Limited Patricia Doris Paton Ranklin Dukes Limited Richard John Little Ronald James Carpenter & Brenda Dorethy May Carpenter Roy Howard Hart S. G. Ratcliff Limited Second Bullwood Estate Company Limited Stuart David Mee & Janet Mary Mee The Honourable Antonia Mary Johnson The Honourable George Henry Paul Gibbs The Right Honourable Vicary Tyser Gibbs Sixth Baron Aldenham Thurrock Borough Council

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
			<p>Trixie Alison Camp</p> <p>Universal Accomodation Group</p> <p>University of Essex</p> <p>Wright Ruffell Limited</p>
10	The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleway Trust, the Open Spaces Society, the Ramblers Association, the British Driving Society and the Cyclists Touring Club; and for works –</p> <p>In the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and</p> <p>In the county of Bedfordshire, the borough of Luton and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatly, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>In the county of Buckinghamshire, in the districts of Chiltern,</p>	<p>Alresford Parish</p> <p>Ardleigh Parish</p> <p>Bishop's Stortford Parish</p> <p>Boreham Parish</p> <p>Bures Hamlet Parish</p> <p>Copford Parish</p> <p>Cressing Parish</p> <p>Eight Ash Green Parish</p> <p>Elmstead Parish</p> <p>Elsenham Parish</p> <p>Feering Parish</p> <p>Frinton and Walton Town Council</p> <p>Great Bentley Parish</p> <p>Harwich Town Council</p> <p>Hawkwell Parish</p> <p>Henham Parish</p> <p>Kelvedon Parish</p> <p>Littlebury Parish</p> <p>Margaretting Parish</p> <p>Marks Tey Parish</p> <p>Mount Bures Parish</p> <p>Newport Parish</p> <p>Rettendon Parish</p> <p>Rivenhall Parish</p> <p>Rochford Parish</p> <p>Roydon Parish</p> <p>Sawbridgeworth Town Council</p>

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
		<p>Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>In the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippollitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Warden, the Chiltern Society; and</p> <p>In the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>In Wales, the Welsh Trail Riders' Association.</p>	<p>Stanway Parish</p> <p>Thorley Parish</p> <p>Ugley Parish</p> <p>Wakes Colne Parish</p> <p>Wendens Ambo Parish</p> <p>West Horndon Parish</p> <p>White Notley Parish (care of White Notley & Faulkbourne Parish Council)</p> <p>Widdington Parish</p> <p>Wivenhoe Town Council</p> <p>Wrabness Parish</p> <p>Auto-Cycle Union</p> <p>British Driving Society</p> <p>British Horse Society</p> <p>Byways and Bridleways Trust</p> <p>Cycling UK (Cyclist Touring Club)</p> <p>Open Spaces Society</p> <p>Ramblers Association - HQ</p>
11	The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable – not constructing a transport system.
12	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	<p>Affinity Water Limited</p> <p>Airwave Solutions</p> <p>Anglian Water</p> <p>Arqiva Limited</p> <p>British Gas Services Limited</p> <p>British Telecommunications Public Limited Company</p>

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
			Colt Technology Services Group Limited E.S. Pipelines Limited Eastern Power Networks Easynet Limited Energetics Electricity Limited Essex & Suffolk Water Everything Everywhere Limited Exterion Media (UK) Limited Geo Networks Limited Hibernia Limited Hutchison 3G UK Limited Independent Pipelines Limited Instalcom UK Limited Interoute Vtesse Limited JC Decaux Limited Kcom Group plc Level 3 Communications London Power Networks McNicholas Rail Limited Mobile Broadband Network Limited National Grid Electricity Transmission Plc National Grid Gas PLC National Grid PLC Northumbrian Water Limited Primesight Limited Reach Active Limited Royal Mail Group Limited

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
			Scotia Gas Networks Limited Southern Gas Networks Telefonica UK Limited Thames Water Utilities Limited The Gas Transportation Company Limited UK Power Networks Holdings Limited Virgin Media Limited Vodafone Limited Zayo Group UK Ltd c/o JSM Group Ltd
13	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	Not applicable – not within any areas of coal working.
14	Works affecting: (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990(a); (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979(b); or (iii) any archaeological site.	For works – In or adjacent to England, the Historic Buildings and Monuments Commission for England; and In or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Historic England
15	Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed	For works – In England, the Historic Buildings and Monuments Commission for England; and	Historic England

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	In Wales, the National Assembly for Wales.	
16	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953(a).	For works – In England, the Historic Buildings and Monuments Commission for England; and In Wales, the National Assembly for Wales.	Not applicable – not affecting any gardens or land of historic interest.
17	Works affecting: (i) a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981(b); (ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the	For works – In or adjacent to England, English Nature; and In or adjacent to Wales, the Countryside Council for Wales.	Natural England

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.		
18	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works – In England, the Countryside Agency; and In Wales, the Countryside Council for Wales.	Not applicable-not within a National Park or an Area of Outstanding Natural Beauty
19	Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable – not within said distances of royal palace / parks.
20	Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or	The Environment Agency.	Not applicable – not within said distances of refuse or waste sites.

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	disposal authority for the relevant area.		
21	The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990(c).	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Not applicable – works don't involve using hazardous substances.
22	Works not in accordance with a development plan and which either— (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	(i) and (ii). For works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs. (b) in Wales, the National Assembly for Wales.	Not applicable – works don't involve significant land take.
23	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	The Rail Passengers' Council (a) or the London Transport Users' Committee (b) as the case may require.	Not applicable
24	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon	Her Majesty's Railway Inspectorate.	Office of Rail and Road & Office of Rail Regulation (Her Majesty's Railway Inspectorate)

Category	Authority sought for:	Documents to be deposited with:	Party to be served for this TWAO:
	its abandonment or demolition		
25	Works to construct new railways to which any regulatory provisions in the Railways Act 1993(c) would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail and Road	Not applicable – Network Rail is not applying for powers to make new railways or make changes to railway operations. Changes to level crossings are to be covered by the Order, made under powers granted by the Level Crossings Act 1983, not the Railways Act 1993. However, Office of Rail and Road & Office of Rail Regulation (Her Majesty's Railway Inspectorate)
26	The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not relevant – Network Rail is not applying to use anyone else's transport system.
27	Works affecting land in which there is a Crown interest.	The appropriate authority for the land, within the meaning of section 25(3).	Not applicable
28	Works to be carried out in Greater London.	The Mayor of London.	The Mayor of London

A.2 Schedule 6

Those to be served with notice of application

Category	Authority sought for:	Those to be serve with notice:	Party to be served:
1	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	For works – (a) In or adjacent to England, English Nature; and (b) In or adjacent to Wales, the Countryside Council for Wales.	Not applicable – works not affecting any foreshore or tidal water areas.
2	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (c) In England, English Nature; and (d) In Wales, the Countryside Council for Wales.	The Queen's Most Excellent Majesty In Right Of Her Crown The Crown Estate Commissioners The Crown Estate (Crown Estate Commissioners) Natural England
3	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (a) In England, English Nature; and	Canal and River Trust Natural England

Category	Authority sought for:	Those to be served with notice:	Party to be served:
		(b) In Wales, the Countryside Council for Wales.	
4	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(a).	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	Not applicable
5	Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991(b).	The Environment Agency.	Environment Agency
6	Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; (ii) any other classified road.	For works – (a) in England, the Secretary of State for Transport (marked “for attention of the Highways Agency”); and (b) In Wales, the National Assembly for Wales. (c) The relevant highway authority.	Highways England Essex County Council Hertfordshire County Council Thurrock Borough Council London Borough of Havering Southend-on-Sea Borough Council
7	The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all buildings of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Not applicable

Category	Authority sought for:	Those to be serve with notice:	Party to be served:
8	Works affecting any land on which there is a theatre as defined in Section 5 of the Theatres Trust Act 1975 (b).	The Theatres Trust.	Not applicable
9	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable
10	The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981(a)).	The Church Commissioners.	Not applicable
11	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(b) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996(c).	London Ambulance Service Metropolitan Police London Fire and Emergency Planning Authority
12	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than the owner or occupier named in the book of reference as having an interest or right in or over that land.	Not applicable – as any land will be listed in the Book of Reference
13	Works or traffic management measures that would affect services provided by a	Every universal service provider affected.	Royal Mail

Category	Authority sought for:	Those to be served with notice:	Party to be served:
	universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.		
14	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations).	Not applicable
15	Works for which an environmental impact assessment is required.	For works – (a) In England, the Commission for Architecture and the Built Environment; and (b) In Wales, the Design Commissioner for Wales.	Not applicable as an EIA is not required
16	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965(f) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Affected landowners

B. Private user questionnaire

User Worked Crossing Users' Questionnaire

Level Crossing
Xx miles, XXX chain, XX Line

Against each type of use, please indicate the number and frequency of traverses of the railway in the appropriate box (e.g. 14 traverses per week, 2 traverses per hour). For vehicle users there is no need to include the number of traverses as a pedestrian to open/close the gates.

	Type & frequency of use	Hourly (or number of traverses per hour)	Daily (or number of traverses per day)	Weekly (or number of traverses per week)	Monthly (or number of traverses per month)	Seasonal* (please state months of use below)	Very Infrequent (or number of traverses per year)	Nil
Q1	Adult Pedestrians							
Q2	Pedestrians under 18 years old							
Q3	Adult Cyclists							
Q4	Cyclists under 18 years old							
Q5	Horse (accompanied by rider)							
Q6	Animals on the hoof							
Q7	Car							
Q8	Motorcycle / Quad-bike / Moped							
Q9	Van / small lorry up to 3.5 tonnes							
Q10	Van / lorry over 3.5 tonnes							
Q11	Trailers over 750 kg e.g. caravan, boat, articulated lorry trailer*							
Q12	Minibus up to 16 passengers							
Q13	Coach / Bus over 16 passengers							
Q14	Single tractor							
Q15	Tractors with trailers or large attachment*							
Q16	Combine Harvester or other large agricultural plant*							
Q17	Tracked vehicles with/without trailers or large attachment*							
Q18	Other (please specify) *							

Q19. For items marked * in the above table please provide further details in the box below such as make, model, approx. dimensions and weight. If you use the crossing for only part of the year, please specify.

	Type of User	Regular User (e.g. more than two crossing traverses per month)	Irregular User (e.g. less than two crossing traverses per month)	
Q20. Crossing Users (Please tick as appropriate)	1 Myself 2 Other family members 3 Employees, contract staff 4 Visitors, e.g. milk delivery, refuse collection, postal deliveries, oil deliveries, home shopping deliveries, friends, relatives (please describe in the additional information box to the right)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Any additional information

Are there any users that may have difficulty in reading/observing/understanding signs/lights (where provided), using the gates or telephones (where provided), crossing quickly or observing the presence of trains (where required). For example:

- | | | |
|---|------------------------------|-----------------------------|
| Q21. Non-English speaking users | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q22. Mobility impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q23. Visually impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q24. Audibly impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q25. Mentally impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q26. Unaccompanied children (under 18) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q27. Older people | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q28. Other (if yes please detail below) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Q29. Provide further details (where possible)

Q30. Would you be willing to consider closure of this crossing?

Yes ☐

No ☐

Q31. Are you willing to padlock the gates at this crossing?

Yes ☐

No ☐

Q32. If so would you like Network Rail to provide the padlock and keys?

Yes ☐

No ☐

Q33. Is this crossing used often with vehicles, or animals on the hoof, between the hours of 11pm and 6am?

Yes ☐

No ☐

Q34. Any Other Comments or concerns about the safe use of the level crossing

Other Users of XX Level Crossing

(XX miles, XX chain, XX Line)

Q35. To ensure our records are up to date, please provide details below of any other known users of this level crossing, and return it with the completed questionnaire. Please feel free to continue on a separate sheet if necessary.

User	Interest in land (freehold owner/lessee or tenant/contractor/other (please specify))

Other Level Crossings for which you are recorded as a user

Q36. Please supply details of level crossings for which you are recorded as a user, and return it with the completed questionnaire with any changes required.

ELR	Miles	Chains	Crossing Name

Information supplied by:

Name: _____

Address: _____

Telephone number: _____

Mobile number: _____

Email Address: _____

Signature: _____ Date: _____

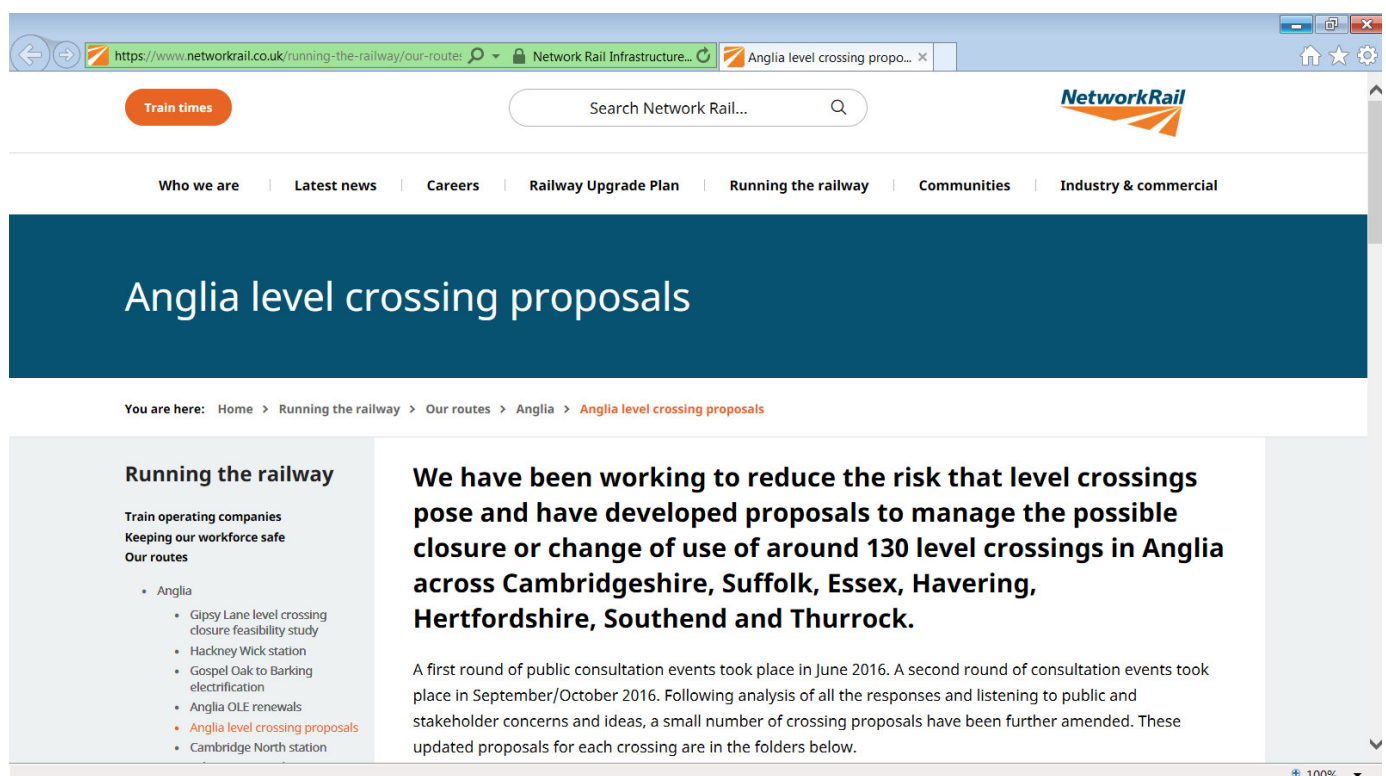
C. Public consultation materials

C.1 Programme wide materials

C.1.1 Website

<https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/anglia-level-crossings/>

Screenshot of the Network Rail project homepage



Source: Network Rail

C.1.2 Banners for public consultation events

A photo of the Colchester round 1 public information event is shown below, demonstrating the use of banners and plans on information boards.

Photo from the Colchester round 1 public information event, June 2016



Source: Mott MacDonald

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. As part of our Railway Upgrade Plan we have made the railway safer and more efficient by closing and modifying more than 1000 level crossings across Britain since 2010.

However, level crossings continue to cause delays to trains and pose a risk to pedestrians and motorists, so there is still much more we can do to improve safety and reliability across the network.

Benefits

Closing or modifying level crossings provide the following benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for all railway, highway and other rights of way users



Anglia Level Crossing Proposals

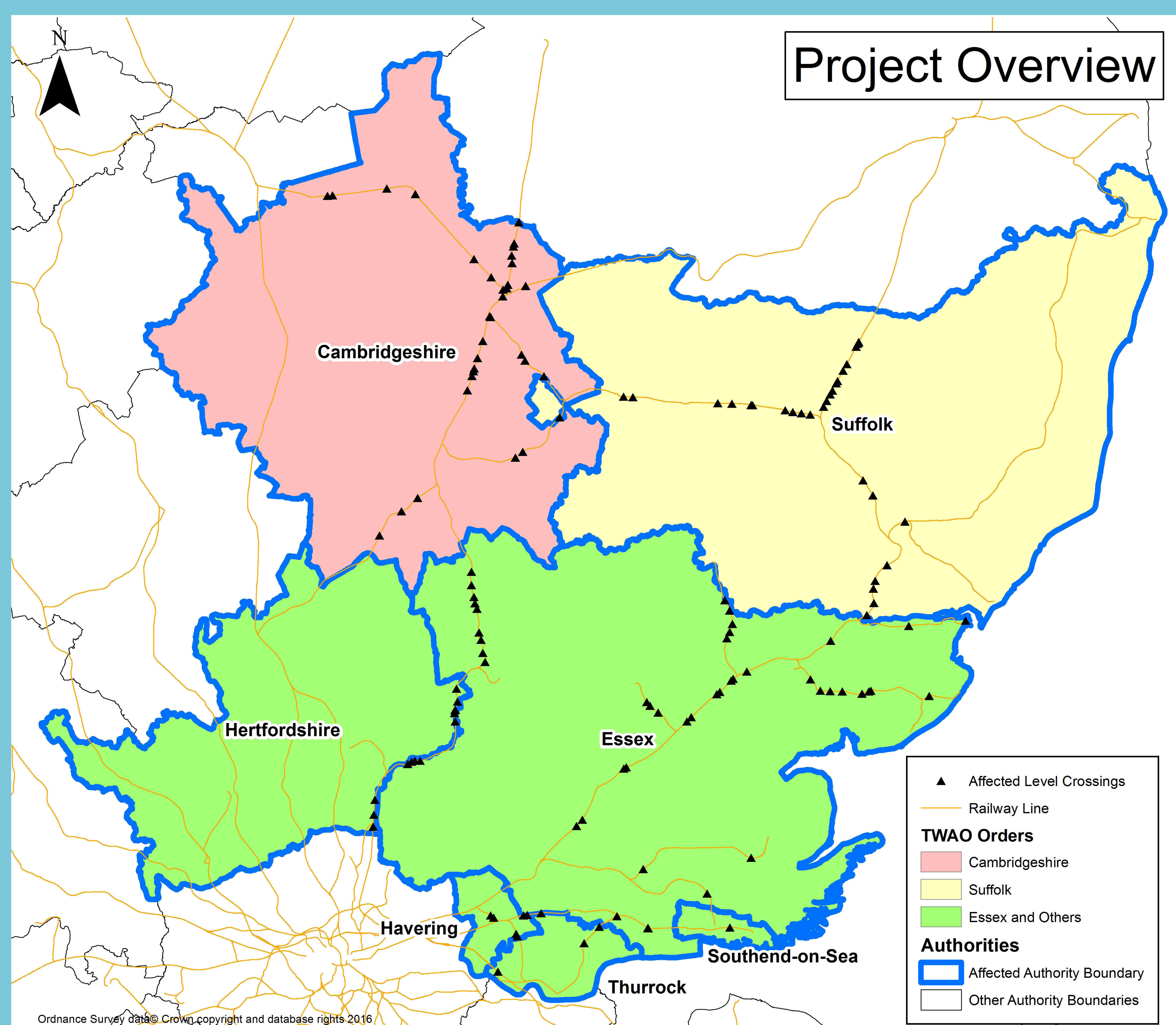
Following an initial review of level crossings in the Anglia region, we have identified more than 130 where we believe it is possible to close or downgrade them by:

- Diverting people to a nearby alternative means to cross the railway
- Providing a new public route to a nearby alternative means to cross the railway
- Amending the right to cross the railway to include or exclude certain user groups

Closing level crossings and diverting users to alternatives will make the railway safer by reducing the number of points where people can come into contact with trains. It will also help to improve reliability and enable separate, potential future developments for faster and more frequent services.

The level crossings in this initial phase do not require building any new bridges or underpasses. They have been selected as they are considered to be affordable and deliverable by March 2019 (the end of Network Rail's current funding period).

We will be working across seven local authority areas (shown below), and will deliver the changes through three Transport and Works Act Orders. The process will be supported by a rigorous consultation programme.

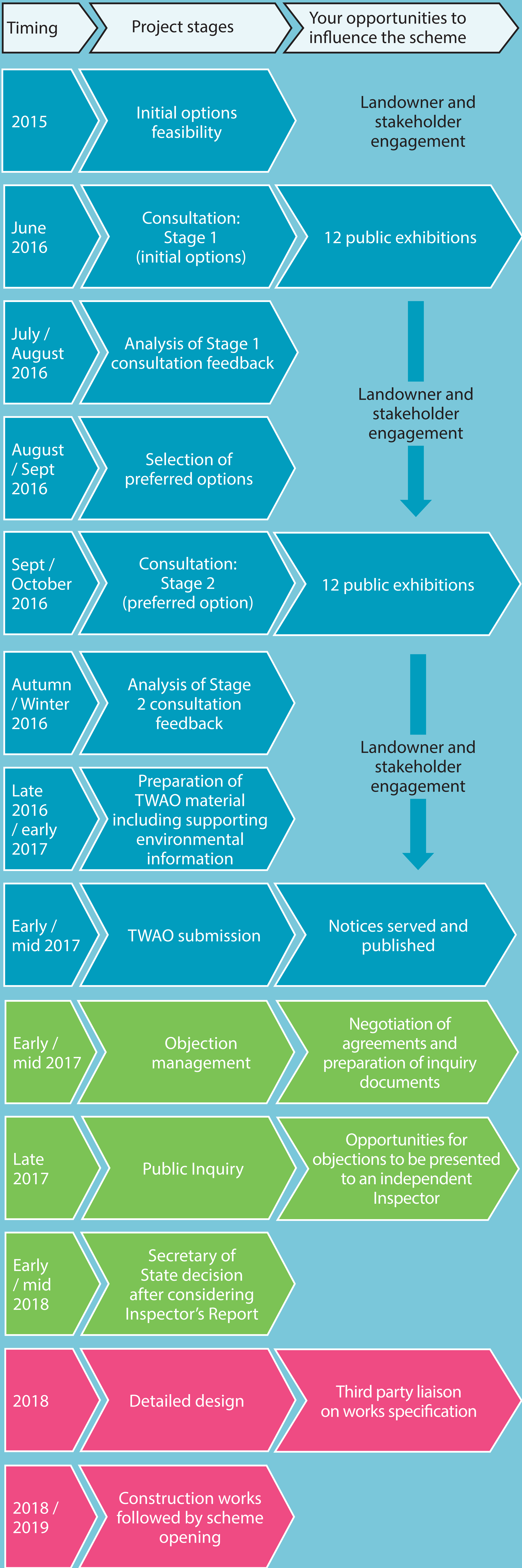


Separate schemes

High risk level crossings are also being closed or upgraded as part of our Railway Upgrade Plan.

Transport and Works Act Order Process

Anglia Level Crossing Proposals



C.2 Round 1 public consultation materials

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. Network Rail has developed proposals to manage the possible closure of over 130 of its level crossings in Anglia.

We fully recognise the importance of public rights of way and where possible we will seek to maintain connectivity with the countryside. We value your feedback on our initial options for the level crossing closures in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public Exhibition – Harlow

A public exhibition regarding our initial options for level crossing closures in the Harlow area will be held on:

**Friday 24th June (2.00pm-7.00pm) at:
Moot House
The Stow
Harlow
CM20 3AG**

Please see overleaf for a map of the level crossings that will be covered at this event.

Network Rail and their consultants will be at the exhibition to explain the options, answer your questions and obtain your feedback.

If you cannot attend, but want to provide feedback via our online survey, please visit:

www.networkrail.co.uk/anglialevelcrossings.

The survey for the crossings shown on the map overleaf will be live from **24th June 2016** and will close on **15th July 2016**.

Additional exhibitions

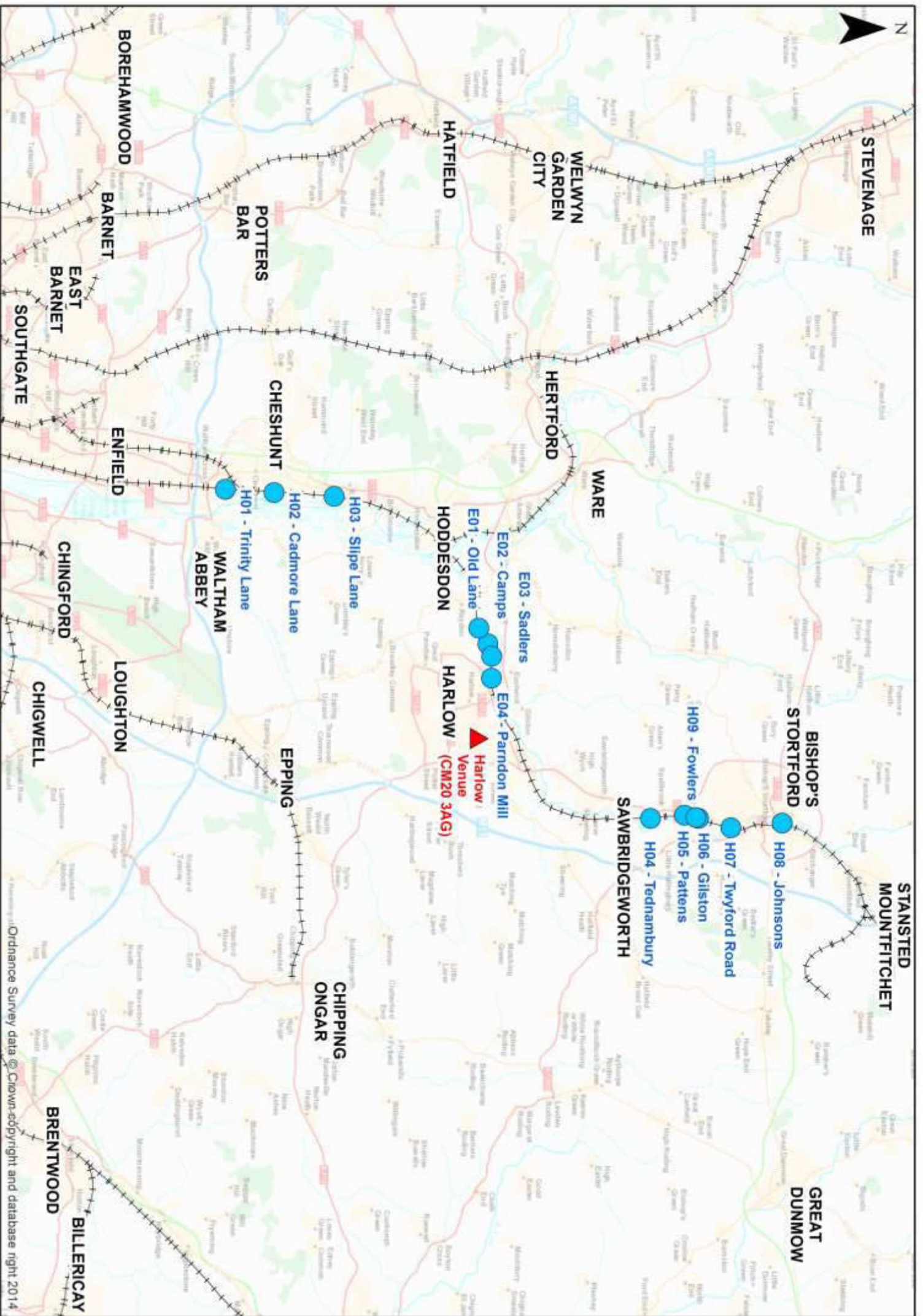
We will be holding additional public exhibitions for nearby areas across the Anglia region. Details of all the events are available on the website.

A second round of public consultation on the preferred option for each level crossing will take place in August / September 2016. Details will be available in due course.

If you have any general enquiries, you can contact our team via the Network Rail helpline or via email.

T: 03457 11 41 41

E: anglialevelcrossings@networkrail.co.uk





MUDDY HELL: The team pictured after completing the event

Team unleash their inner warriors for charity run

RUNNERS from across Essex and Hertfordshire unleashed their inner warriors to battle through muddy streams and raise money for the Willow Foundation.

Hundreds of fundraisers got muddy while raising thousands of pounds for the Hertfordshire charity at the Willow Warrior event held at Stansted Park, Elms Farm on Sunday.

In its second year, the event featured 5k and 10k courses with a series of challenging natural and man-made obstacles including paint guns, cargo nets, river runs and a water slide.

Led by personal trainer Caroline Collins, Harlow Star news editor Gemma Gardner joined a team of runners - Paul Tank, Jason Fryer, and Matt Collins of Harlow and Marnie Prior of Sawbridgeworth - who took up the challenge.

Caroline, who runs Healthy

Body, Healthy Mind in Harlow, said: "For some of the team this was their first mud obstacle event and I'm really proud of all of them."

"The event was good fun, well organised and there was a fantastic atmosphere. There was a great team spirit with encouragement and support from those around the course, event volunteers and fellow competitors."

Gemma added: "It was my first mud run and although it was a massive challenge for me, I had great fun and raised money for a good cause at the same time."

The team contributed more than £300 to the charity which hopes raise around £20,000 from the event. The Willow Foundation is the only national charity working with seriously ill adults aged 16 to 40 to fulfil uplifting and unforgettable special days.

Rock royalty Rod tops honours list in Essex

Singer thrilled to receive knighthood

Ken Morley

star@hertsessexnews.co.uk

SINGER Rod Stewart has been awarded a knighthood in the Queen's Birthday Honours.

The 71-year-old chart-topper, who owns a large country house in Sheering, has been honoured for his services to music and charity.

The singer-songwriter is one of the best-selling artists of all time, with worldwide sales of more than 100 million records. Nine years ago he was awarded a CBE.

Born in north London, he first came to prominence in the late 1960s and early 1970s in the Jeff Beck Group and later The Faces before achieving worldwide success as a solo artist.

For a number of years he lived in a large house on the Copped Hall estate at Epping and was often seen in and around the town. Three years ago he and his wife Penny Lancaster purchased Durrington House, a 10-bedroom property set in 46 acres in Sheering Lower Road.

Speaking to reporters about his knighthood, he said: "I've led a wonderful life and have had a tremendous career thanks to the generous support of the great British public."

"This monumental honour has topped it off and I couldn't ask for anything more. I thank Her Majesty and promise to 'wear it well'."

Also receiving a knighthood is Lord Petre, the Lord Lieutenant of Essex,



KNIGHTS: Rod Stewart and Lord Petre

recognition of his service as the Queen's representative in the county.

The 73-year-old baron, who has been made a Knight Commander of the Royal Victorian Order, said he was delighted to receive the honour which is a personal gift from the sovereign.

"The Royal Victorian Order is something that doesn't go through the usual bureaucratic channels," he said. "It is not unusual for Lord Lieutenants who serve a decent length of time without blotting their copy book to be given this particular honour. Naturally I am delighted."

John Newman, from Epping, has been awarded an MBE for voluntary service to St John Ambulance.

Mr Newman, who joined the organisation as a cadet in 1957 when he was 10, is currently London co-ordinator of St John's community first responder programme.

The county list in full

■ KNIGHTS BACHELOR
Roderick David Stewart for services to music and charity

■ ROYAL VICTORIAN ORDER
John Patrick Lionel Petre, Lord Lieutenant of Essex

■ ORDER OF THE BRITISH EMPIRE (CBE)
David Armond for services to law enforcement, particularly international policing
Alastair Nathan Cook for services to cricket

■ OBE
Dr Charles Henry Beardall for services to flood protection and combating coastal erosion
George Courtald for services to the community
Trevor Ronald Gilbert for services to employment of people with disabilities
Phillip Monks for services to banking
Deborah Rogan for services to education

■ MBE
Rachel Paula Anderson for services to gender equality in football
John Charles Ball for

services to national and international search and rescue
Sarah Elief for services to the community
Ellen Gertrude Kilcullen for services to young people & voluntary service
Ann Georgina Matthews for services to young people through GirlGuiding, the Scout Association and the British Youth Band Association
John Frederick Newman for voluntary service to St. John Ambulance
John Gurparshad Singh for services to charity and disadvantaged young people
Mark Jeremy Smith for services to policing

■ BRITISH EMPIRE MEDAL
Hayley Jane Deborah Lovett for services to young people
Geoffrey Sidney MacEay for services to the Scouts and the community
Michael Bernard Son for charitable services to children

■ QUEEN'S POLICE MEDAL
Inspector Bill Potter, Essex Police

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NetworkRail

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage level crossings and the risks they pose. We have developed proposals to manage the possible closure of around 130 of its level crossings in Anglia.

We value your feedback on our initial options for the level crossing closures in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public Exhibition - Harlow

A public exhibition regarding our initial options for level crossing closures in the Harlow area will be held on:

Friday 24th June (2.00pm-7.00pm) at:
Moot House, The Stow
Harlow, CM20 3AG

For more information, please visit the website:
www.networkrail.co.uk/anglialevelcrossings

Anglia Level Crossing Reduction Strategy

Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our initial options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it in the freepost envelope provided.

All questionnaires must be returned within 28 days of the consultation event for that level crossing.

Which level crossing does your response relate to?

(Please provide the Unique ID number and crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing)

Unique ID: _____

Name: _____

1) On average, how often do you use the level crossing?

(Please select a single response)

- ☐ Daily
- ☐ Weekly
- ☐ Fortnightly
- ☐ Monthly
- ☐ Rarely
- ☐ Never (please go to Q6)

2) By what means do you use the level crossing?

(Please select all that apply)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify)

3) By what means do you most often use the level crossing?

(Please select a single response)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify)

4) For what purpose do you use the level crossing?

(Please select all that apply)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify)

5) For what purpose do you most often use the level crossing?

(Please select a single response)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify)

**6) Please state your full home postcode
(this information will be mapped to help with our data analysis).**

.....

7) To what extent do you agree with the changes proposed at the level crossing itself?

(Please select a single response)

- ☐ Strongly Agree
- ☐ Agree
- ☐ Undecided / neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

8) Please consider the plan within the level crossing summary sheet which shows potential diversion route/s. If there are multiple options shown, please indicate which you most strongly prefer. If you would like to suggest your own alternative option, please tick “other” and provide details below.

(Please select a single response)

- ☐ Red route (if applicable)
- ☐ Blue route (if applicable)
- ☐ Green route (if applicable)
- ☐ Orange route (if applicable)
- ☐ Purple route (if applicable)
- ☐ Other (please specify and if possible, use the drawing on the summary sheet to illustrate an alternative route suggestion).

.....

.....

.....

.....

.....

Please submit your drawing with your completed questionnaire via the drop box or in the freepost envelope provided.

9) For the following categories, please indicate whether you have any concerns in relation to the proposals for this level crossing.

(Please select a single response for each category)

Category	No Concern	Concern (please specify)
Safety of pedestrians / cyclists / equestrians	<input type="checkbox"/>	<input type="checkbox"/>
	
Safety of users of motorised vehicles	<input type="checkbox"/>	<input type="checkbox"/>
	
Convenience (route and length) of diversion route	<input type="checkbox"/>	<input type="checkbox"/>
	
Connection to the Public Right of Way network	<input type="checkbox"/>	<input type="checkbox"/>
	
Ground condition / flood risk	<input type="checkbox"/>	<input type="checkbox"/>
	
Environment / ecology	<input type="checkbox"/>	<input type="checkbox"/>
	
Business impact	<input type="checkbox"/>	<input type="checkbox"/>
	
Amenity (e.g. landscape, noise)	<input type="checkbox"/>	<input type="checkbox"/>
	
Other (please specify)	
	

10) If you have any further comments about the options presented, or about the programme in general, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.

Level crossing proposals in your area

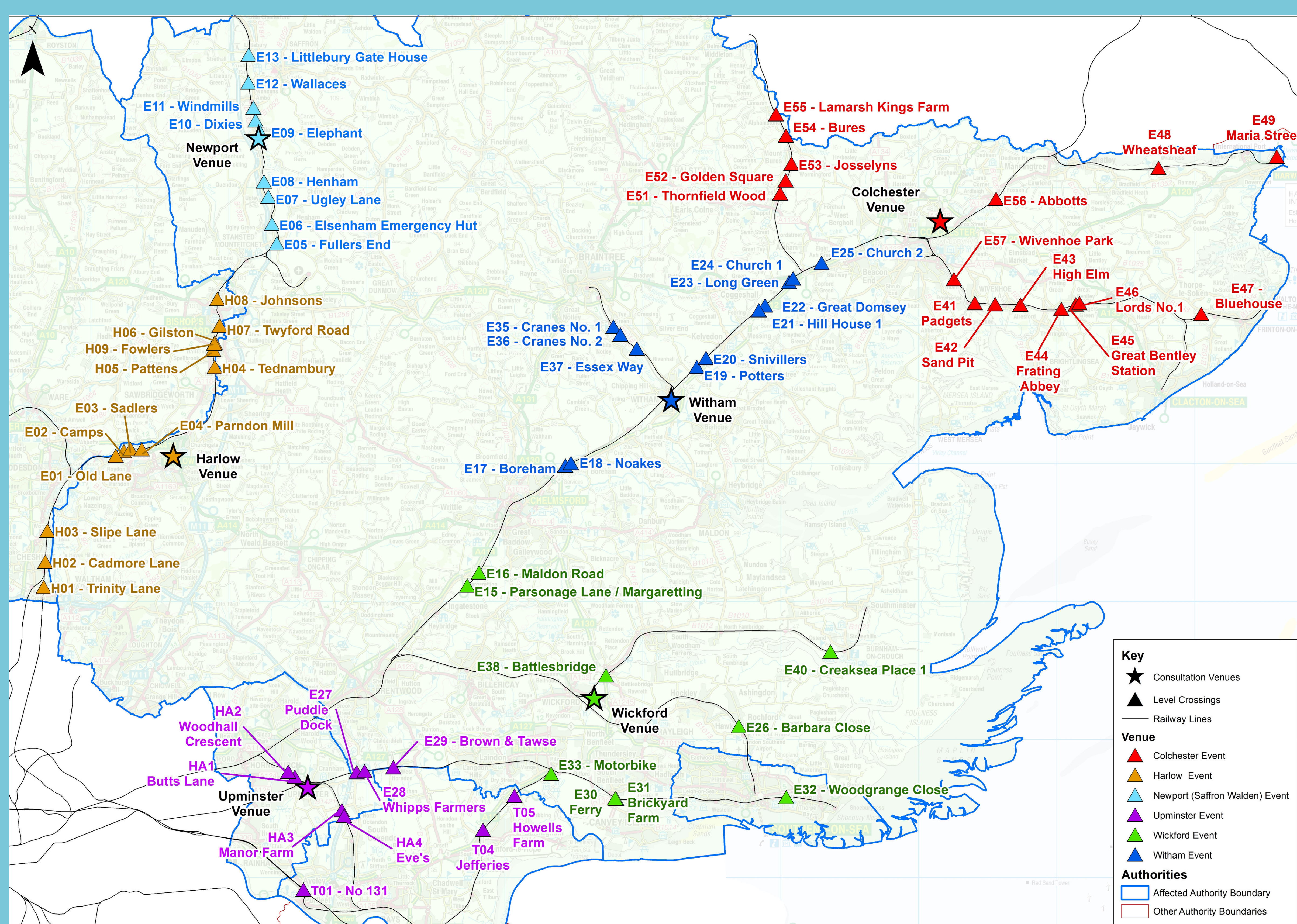
How this scheme may affect you

Closing a level crossing may mean that we need to divert you to a near-by proposed or existing alternative route to safely cross the railway.

Whilst there will be closure of some rights of way, others will be created together with additional connectivity to the wider public rights of way network.

We welcome your feedback

We recognise the importance of public rights of way and where possible we will maintain access to the countryside. We value your feedback on our initial options for the level crossing proposals in your area



How to provide your feedback

Network Rail and its consultants are available to provide you with further details of the proposed options for each level crossing, and to discuss them with you.

Please provide a member of the project team with the unique ID / name for the level crossing/s you are interested in from the map above.

A summary sheet for each level crossing has been prepared with key information about the level crossing and options being considered.

We welcome specific feedback on individual level crossings. To provide your feedback, please complete our questionnaire, which is:

- Available at this event – please return your completed copy to the drop-box provided – or if you would prefer to complete it at home, please use the freepost envelope provided.
- Available to complete electronically now with the help of a member of the project team, or at home via the website - www.networkrail.co.uk/anglialevelcrossings

Level Crossing Proposals

E02 – Camps

Harlow District – EX/185/75

Network Rail has been working hard to better manage its level crossings and the risks they pose, and has developed proposals for the possible closure or change to public rights of way at over 130 of its level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for all railways, highway and other rights of way users



The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

Camps is one of the level crossings in Essex County. It is located in Harlow District and has the postcode CM19 5DY. This is currently a Stop, Look & Listen public footpath level crossing where pedestrians make their own judgement whether it is safe to cross. A telephone is provided for vehicle users at the user-worked vehicle crossing. The railway at this crossing carries passenger and freight trains. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. A photograph of the crossing is shown above.

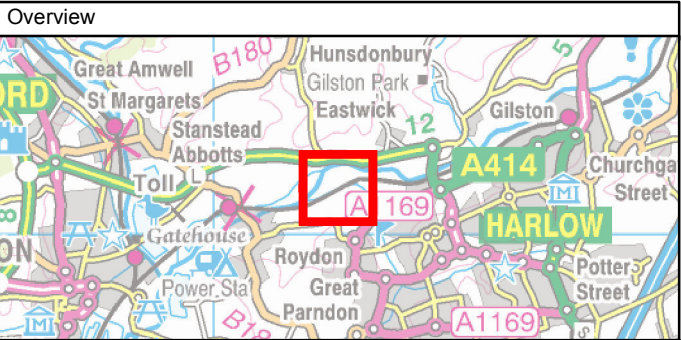
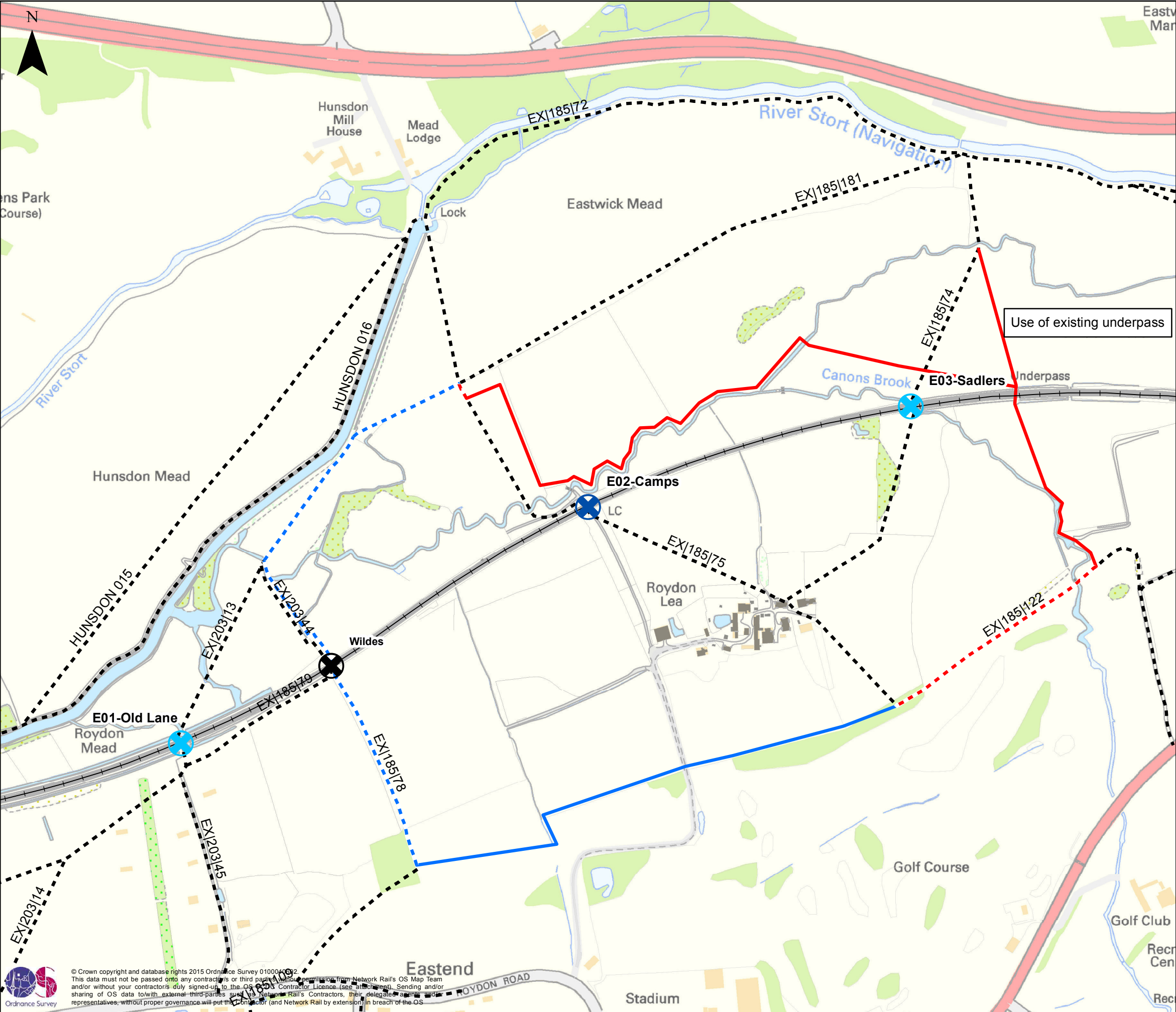
Our proposed change: Is to close the level crossing to all users. To cross the railway the following is currently proposed (shown on the drawing overleaf):

Red Route - Users would be diverted to the east to an existing underpass with restricted headroom. It would involve the creation of new 2m wide footpaths (unsurfaced as per existing) on both sides of the railway to create links to the existing public rights of way in the immediate area. The proposed solution is subject to further investigation to fully determine the requirements for potential drainage and headroom clearance works.

Blue Route - Users would be diverted east along existing footpaths, crossing the railway at the existing Wildes pedestrian level crossing. To the south of the railway a new footpath link would be created to link footpath EX/185/78 to EX/185/122.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: www.networkrail.co.uk/anglialevelcrossings. Please complete the separate questionnaire using the level crossing identification number **E02** and your feedback will be considered before the proposals are finalised.

To contact our team, please email us at: anglialevelcrossings@networkrail.co.uk or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.



- Level crossing being discussed
- Other level crossing in the project
- Other level crossings

Alternative Options

- Red Route
- Blue Route

A solid line indicates a proposed new Public Right of Way (type to be determined).
Other line types using the above route option colours indicate use of existing Public Rights of Way.
Right of way extinguishments are still to be determined and are not shown for clarity given multiple options.

Existing Public Rights of Way

- Footpath
 - Bridleway
 - Restricted byway
 - Byway open to all traffic
 - Highway (where used)
- If this line is in a colour, this denotes use by a route option (see above).



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Leeds
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United Kingdom
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Anglia LX Consultation Stage 1

E02 - Camps
Essex
Harlow District

P3	16/06/2016	Revised Format	WC	-	SJP	JAS
P2	20/01/2016	NR Comments	WC	-	SJP	JAS
P1	16/10/2015	For Information	WC	-	SJP	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
1:5,500

Drawing No.
MMD-367516-E02-GEN-002

C.3 Round 2 public consultation materials

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. Earlier in the year, we presented options for the possible closure or change to public rights of way at over 130 level crossings in Anglia.

We fully recognise the importance of public rights of way and where possible we will seek to maintain connectivity with the countryside by providing alternative options. We have reviewed our proposals and would now like to invite you to a second public exhibition to see our preferred options, find out more and provide you with an opportunity to comment further.

Public Exhibition – Upminster

A public exhibition of our preferred options for level crossing changes in the Upminster area will be held on:

**Wednesday 28th September (2.30pm-7.00pm) at:
The New Windmill Hall,
St Mary's Lane,
Upminster,
Essex,
RM14 2QH**

Please see overleaf for a map of the level crossings that will be covered at this event.

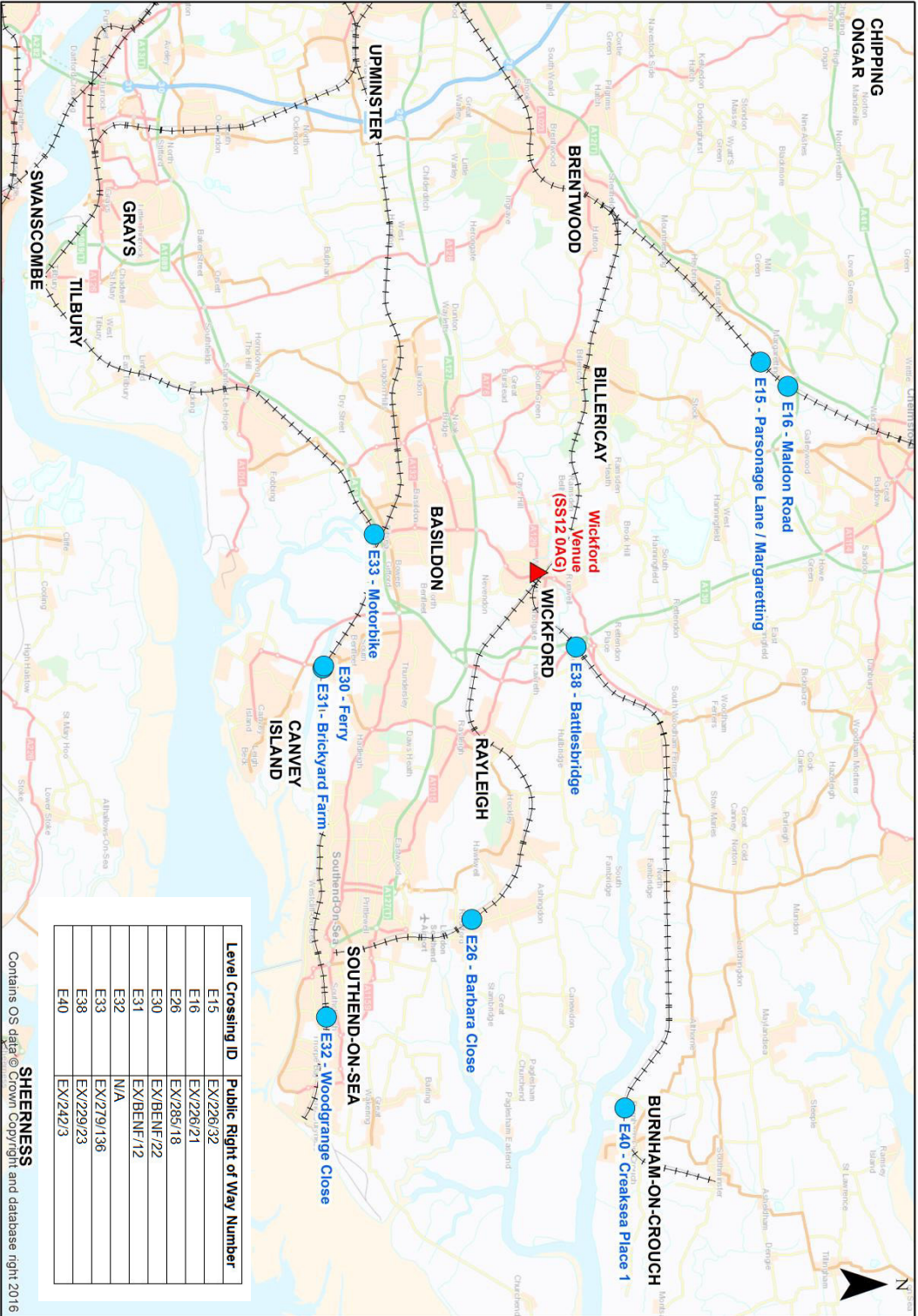
Network Rail and their consultants will be at the exhibition to explain the options, answer your questions and obtain your feedback.

If you cannot attend, but want to provide feedback via our online survey, please visit:
www.networkrail.co.uk/anglialevelcrossings.

The survey for the crossings shown on the map overleaf will be live from **28th September 2016** and close on **19th October 2016**.

We will be holding other public exhibitions for other crossings in nearby areas across the Anglia region. Details of all these events and information about the wider project are available on the website.

If you have any general enquiries, you can contact our team via the Network Rail helpline or via email.
T: 03457 11 41 41
E: anglialevelcrossings@networkrail.co.uk



Level Crossing ID	Public Right of Way Number
E15	EX/226/32
E16	EX/226/21
E26	EX/285/18
E30	EX/BEN/22
E31	EX/BEN/12
E32	N/A
E33	EX/279/136
E38	EX/229/23
E40	EX/242/3



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Allegations to be looked into

Continued from Page 1

without being helped. John Merry, 55, has liver sclerosis and had a broken hip.

His sister, Pauline Merry, 64, of Corran Way, said he was "too proud" to admit he was homeless, instead saying he was sleeping on a friend's sofa after splitting up with his wife.

She said he was a "lovely, very kind" man and she was "disgusted" the council could not point him to the right form to fill in.

Mrs Merry said: "It's horrendous. They let him go down there and bid on the system every day for a year - and they just didn't tell him that he had never registered on the system."

"He was beaten up a couple of times in the park in that time and had his money taken."

Marie Claire, who worked with Thurrock victims of domestic violence for the organisa-



■ Concern - Rob Gledhill

tion Resurj, is concerned. She said: "It would be absolutely appalling if, in this day and age, people like victims of violence with young children are being turned away."

Ex-CAB worker and Ukip shadow housing officer Cllr Luke Spillman, who said he had dealt with 500 homelessness cases in the past two years, said turning people away was "dangerous".

He said: "There's no excuse - they are systematically gate-keeping people. Everyone should

be properly assessed to see whether they are homeless or not. The council has a duty to do that. People who are living in dangerous circumstances and people who are homeless are not getting assessed."

Council Leader Rob Gledhill said the council would now be conducting an investigation.

He said: "These are very serious complaints and I'm speaking to officers urgently, although we cannot comment on individual cases."

"I expect a thorough investigation to take place to find out what has happened and whether these are isolated incidents or it is more widespread or, in fact, officers have followed proper procedure."

"People facing homelessness are often in complex situations. We have an obligation in ensuring our information is presented fairly, accurately and in a way that can be easily understood when people are, at times, very stressed."

MP meets with charity for homeless

MP Stephen Metcalfe met with representatives at St Mungo's homeless charity in Grays last week to discuss 'vision' for supporting homeless people in Thurrock.

The Member of Parliament for South Basildon and East Thurrock visited Charles Street last Friday. Charity reps told the MP the main commitment to the service even plan to "boost" services in the future.

St Mungo's currently runs outreach services in Thurrock Basildon, where workers visit streets at night and early morning to offer support to sleeping rough.

Existing Thurrock services include two homeless hostels, a floating support service, which advises on welfare rights, money and debt.

Mr Metcalfe said: "I was pleased to meet with representatives of St Mungo's who work hard to help homeless people across Basildon and Thurrock."

"The services they run are very important to the homeless people at risk."

"I was reassured to hear the charity remains committed to the local area and plans to boost services in the future."

The charity currently provides support to more than 2,500 people a night in London and south Essex who are homeless.

NetworkRail

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. We have developed proposals to manage the possible closure and changes to public rights of way at around 130 level crossings in Anglia.

We value your feedback on our preferred options for the level crossing proposals in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public exhibition - Thurrock

A public exhibition regarding our preferred options for level crossing proposals in the Thurrock area will be held on:

Saturday 24th September (2.30pm - 7.00pm) at:
The Civic Hall
Blackshots Lane
Grays
RM16 2JU

For more information, please visit the website:
www.networkrail.co.uk/anglialevelcrossings

Anglia Level Crossing Reduction Strategy

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- Day 3:** Today we visit the 'royal' town of Caernarfon. The town is dominated today, as it has been for more than seven centuries, by the great castle, (now a World Heritage site) which remains much as it was when construction was halted in the 13th century. This afternoon we visit charming Betws-y-Coed. The main street, Holyhead Road, has numerous tea shops, cosy inns and specialist shops. At the railway station there's a Museum with a miniature railway and you might want to see the 14th century church of St Michael's - one of the oldest in Wales and worth viewing.
- Day 4:** A day free in Bodelwyddan to relax and recharge your batteries.
- Day 5:** Enjoy a final hearty breakfast to see us on our way home.

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Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our preferred options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it via post free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on the envelope. All questionnaires must be returned with 21 days of the consultation event for that level crossing.

1) Which level crossing does your response relate to?

(Please provide the Unique ID number and level crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing).

Unique ID : _____

Name of level crossing : _____

If the level crossing has more than one option presented on the summary sheet, please specify which option you wish to provide feedback on:

☐ Option A

☐ Option B

(If you wish to provide feedback on both options, please complete two questionnaires).

2) Please select from the following:

(Tick all that apply).

☐ I am a member of the public

☐ I am a local stakeholder (e.g. Councillor). Please specify: _____

☐ I am a representative from a Local User Group. Please specify: _____

3) To what extent do you agree with the preferred option for this level crossing?

(Please select a single response)

☐ Strongly agree

☐ Agree

☐ Undecided / neither agree or disagree

☐ Disagree

☐ Strongly disagree

4) For the following categories, do you have any concerns in relation to the preferred option for this level crossing?

(Please tick one response for each category)

Category	Yes	No
Safety of pedestrians / cyclists / equestrians	<input type="checkbox"/>	<input type="checkbox"/>
Safety of users of motorised vehicles	<input type="checkbox"/>	<input type="checkbox"/>
Convenience (route and length) of diversion route	<input type="checkbox"/>	<input type="checkbox"/>
Connection to the Public Right of Way network	<input type="checkbox"/>	<input type="checkbox"/>
Ground condition / flood risk	<input type="checkbox"/>	<input type="checkbox"/>
Environment / ecology	<input type="checkbox"/>	<input type="checkbox"/>
Business impact	<input type="checkbox"/>	<input type="checkbox"/>
Amenity (e.g. landscape, noise)	<input type="checkbox"/>	<input type="checkbox"/>

5) What is your home postcode?

(This information will be mapped to help with our data analysis).

6) If you have any further comments about the preferred option, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.

Thank you for taking the time to complete our questionnaire. We will analyse and consider the responses as part of the feasibility work.

Anglia Level Crossing Proposals

E27 – Puddle Dock (Brentwood District)

Public Right of Way Reference – EX/272/180

Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

Puddle Dock is one of the level crossings in the County of Essex. It is located in Brentwood District and has the postcode RM14 3NX. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. The railway at this crossing carries passenger and freight trains with a line speed of 75 mph. There are generally 210 trains passing through this level crossing per day.

Network Rail's level crossing risk assessments are supported by use of the All Level Crossing Risk Model (ALCRM). This produces a score for the 'individual risk' presented as a letter ranging from A to M, where A is the highest risk and M is the lowest. In addition 'collective risk' is based on the number of people who use the crossing, and is presented as a number ranging from 1 to 13, where 1 is the highest risk and 13 is the lowest. Puddle Dock level crossing currently has an ALCRM score of C8, which is considered high risk. Key issues relate to frequent trains. There were no incidents of misuse, no near misses and no accidents at this crossing between 2011 and 2015.

Public consultation was undertaken in June on initial options for changes at this level crossing. At this level crossing, four questionnaire responses were received. For Puddle Dock, a summary of the questionnaire responses is shown below (route colours refer to the June 2016 Stage 1 consultation plan – please see the project website for details):

- 25 % of responses agreed with the proposals
- 25 % of responses were neutral towards the proposals
- 50 % of responses disagreed with the proposals
- 50 % of responses preferred the red route
- 50 % of responses preferred another route to those shown

There were no comments specifically relating to any of the routes shown. General comments from respondents included concerns over all the options diversion lengths. Two respondents suggested using the Warley Street Bridge. The two respondents suggested that if the level crossing is closed, users will be likely to use the bridge anyway for quicker access, so this could increase the likelihood of an accident with a vehicle.

As part of the consultation process a wide range of statutory consultees, landowners and user groups were also consulted. The responses received have been taken into account when determining the preferred option.

During June and July of this year, Network Rail undertook new census surveys of the number and type of level crossing users. A three day census was undertaken (Saturday, Sunday and Monday) and the daily usage was as follows:

Weekday (Monday)	0 pedestrians
Weekend (average daily)	0 pedestrians

The consultation feedback together with a range of other factors such as user safety and convenience, environmental impacts and economic factors were used to determine a preferred option. In this case, a combination of the red, blue and green routes shown at the June 2016 Stage 1 consultation has been taken forward. It should be noted that the use of the Warley Street bridge has been identified in the Road Safety Audit as an unsuitable route for pedestrians due to high vehicle speeds and frequency and lack of a footway.

Our preferred option is to close the level crossing to all users. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. Users would be diverted west to an existing level crossing, Brickfields (ALCRM score of C5). Users approaching from the north would make use of a new 2 metre wide public footpath and an existing public footpath, crossing underneath the M25, and through Frank's Wood. Users approaching from the south would make use of St. Mary's Lane, and existing footpath which leads up to the Brickfields level crossing. The new footpath would be constructed to an appropriate standard including new wayfinding signs. Details will be discussed and agreed with the local authority.

Diversion length:

- The diversion route would add an additional 2.9km to the route.

Photo 1: Existing level crossing



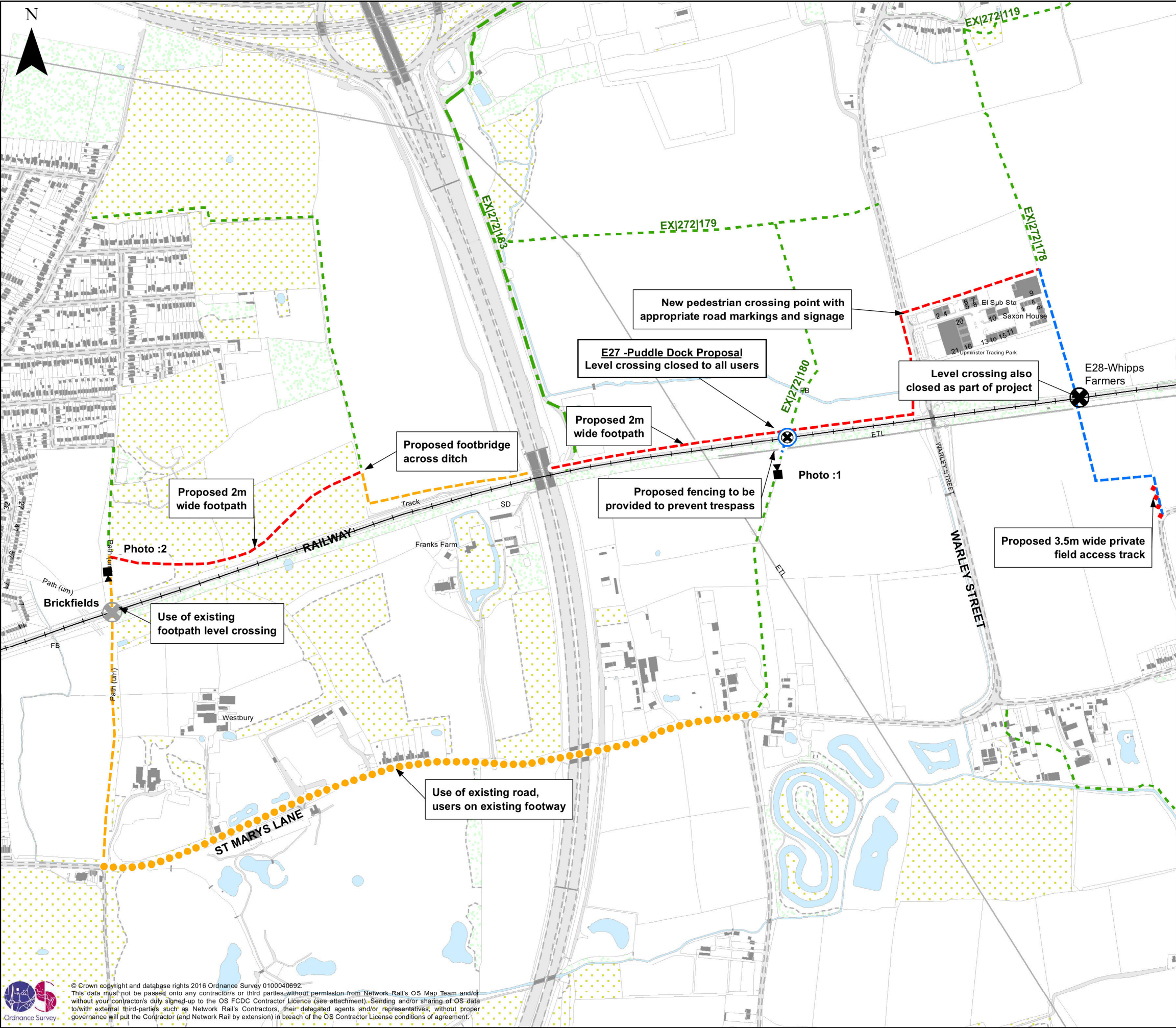
Photo 2: Alternative railway crossing



Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: www.networkrail.co.uk/anglialevelcrossings. Please complete the separate questionnaire using the level crossing identification number **E27** and your feedback will be considered before the proposals are finalised ahead of submitting a Transport and Works Act Order to the Secretary of State.

To contact our team, please email us at: anglialevelcrossings@networkrail.co.uk or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.



- Level Crossings**
- Level crossing being discussed
 - Other level crossing in the project
 - Other level crossing not in the project

- Right of Way / Other Route Type**
- Footpath
 - Bridleway
 - Restricted byway
 - Byway open to all traffic
 - Highway (shown where used as part of a diversion)
 - Private Road / Track (shown where used as part of a diversion route)
- The line styles above indicate the type of right of way or other route proposed.

- Right of Way / Other Route Status**
- No Change and not part of diversion route
 - Use of Existing right of way for diversion route
 - Change of Status to right of way
 - Closure of existing right of way
 - Creation of new right of way
- The colours below indicate the nature of the proposal.

- Photographs**
- Photograph Location (with no. - see Summary Sheet for details)

Anglia Level Crossing Reduction Strategy

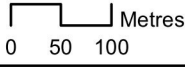
Round 2 Public Consultation Proposal

E27 - Puddle Dock
Essex
Brentwood District (B)

P1	16/08/2016	For Information	WC	DW	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
1:7,500

Drawing No.
MMD-367516-E27-GEN-003



C.4 December 2016 Information Update materials

Councillor gets a grilling over plan for new homes

Villagers claim proposals demonstrate that promises were broken

By William Mata

william.mata@hertssexnews.co.uk

AN EAST Herts councillor was grilled by villagers over proposals to build 10,000 homes to the north of Harlow.

After giving the district's local plan his blessing, Conservative councillor Bob Brunton came under fire at a public meeting organised by Stop Harlow North group at Hunsdon Village Hall.

East Herts Council has long stated the need for more housing, but the proposal to build an initial 3,000 homes, with ambitions for many more, around Gilston and Hunsdon has angered villagers in the area.

Speaking at the debate, Spike Hughes, leader of Stop Harlow North, said: "The district council went back on its promise never to build in the Gilston area."

"They are out of control. There is no plan for the infrastructure of it all."

Mr Hughes identified four main objections to building in the area.

They are: A potential to lead to water shortages which could cause sewage problems; Transport connections may not cope

with a large population increase; Not enough local hospital beds and that the homes would be built on green belt land.

The campaign is asking residents to get involved by filling out a form of disapproval, commenting on the East Herts Council online consultation or writing to the council offices.

It hopes that through mass opposition it will be able to influence the local plan, a guide mapping out the district's development until 2033, before it is finalised next year.

Unlikely

Cllr Brunton told the meeting: "I realise I am very unlikely to change people's views this evening but I do support the plan."

"I respect the protests, this is an issue people are passionate about, and I welcome positive communication."

He went on to say the development has the potential to benefit the area by bringing jobs, shops and local services.

The application of the plans would be handled by developer Places For People.

Nigel Clark, former leader of



BATTLEGROUND: Hunsdon Village Hall where the meeting to discuss the planned development was held

Stop Harlow North, criticised Cllr Brunton for apparently expressing opposition to development in Harlow's north in his most recent election campaign, only to

approve the plans once he had been elected.

Mr Clark said: "Building north of Harlow would hinder the regeneration of Harlow - a bigger

Harlow would not mean a better Harlow." Mr Hughes added: "If we do not stand up and protect it now our children will be growing up in a concrete jungle."

School in translation contest for first time

AN INTERNATIONAL boarding school has taken part in an European Union-wide translation competition.

Hockerill Anglo-European College in Dunmow Road, Bishop's Stortford, has, for the first time, taken part in the EU-run Juvenes Translatores contest, which was held in November.

The competition was run simultaneously in all member states with a total of 751 schools from 28 countries involved.

Its aim is to raise awareness of the importance of translation.

Translate

Six students from Hockerill took part in the competition and they were each allowed to choose any two European languages to translate into English.

The winner from each country will be invited to a prize ceremony in Brussels that will be paid for by the European Commission.

Italian teacher Hugh Michell said: "The students deserve a great deal of credit for their commitment and enthusiasm, as well as for the quality of their translations."

"The results will not be known until early February."

"In the meantime, well done to all the students involved."

Update on Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. We have developed proposals to manage the possible closure and changes to public rights of way at around 130 level crossings in Anglia.

We would like to make you aware of changes to the proposals for some of the level crossings in the programme, following the receipt of feedback during the public consultations held in September / October.

Proposals for the following level crossings have been significantly updated: E02 Camps & E03 Sadlers, E04 Parndon Mill, E11 Windmills, E20 Snivellers, E27 Puddle Dock & E28 Whipps Farmers, E45 Great Bentley Station & E46 Lords No.1 and E52 Golden Square. Details of the changes are available on the project website: www.networkrail.co.uk/anglialevelcrossings. Please note, proposals for other level crossings in the programme are unchanged or have minor modifications only.

If you do not have access to the internet, please contact the Network Rail helpline (03457 11 41 41) or write to Network Rail free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on the envelope, and including a return address to obtain further details.

Anglia Level Crossing Reduction Strategy



LIFESAVER: TV presenter Anna Williamson learns child first aid at Busy Bees in Bishop's Stortford

TV's Anna picks up vital first aid skills in paediatric training session

TV presenter and life coach Anna Williamson is calling for more parents to learn life-saving skills.

She spoke after taking part in a paediatric first aid training session at Busy Bees Training Academy in Bishop's Stortford.

The Nickelodeon and Daybreak presenter and new mum attended the session, at Busy Bees Nursery in Thorley Park, as part of the national training providers' Child Safety First campaign.

The session focused on

teaching first aid techniques such as mouth-to-mouth, CPR, bandaging, and what to do in the event of injuries such as scalds, burns, cuts or broken bones.

Anna said: "We learned so much and, as new parents and with so many close friends and family with children, myself and Alex both feel much more secure knowing that we can react quickly in the event of an emergency."

"I urge everyone who regularly cares for young children, whether you're a

parent, family, friend, or work with children as part of your job, to attend this course - it really was excellent."

Talking about the campaign, Fay Gibbin, training manager at Busy Bees, said: "We are pleased to have Anna on board to support the campaign and are pleased that Anna and her friends and family found the session useful."

To find out more about the Child Safety First campaign visit www.busybeestraining.co.uk/news/child-safety-first-campaign

Update on Anglia Level Crossing Proposals



Changes resulting from consultation – Essex

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

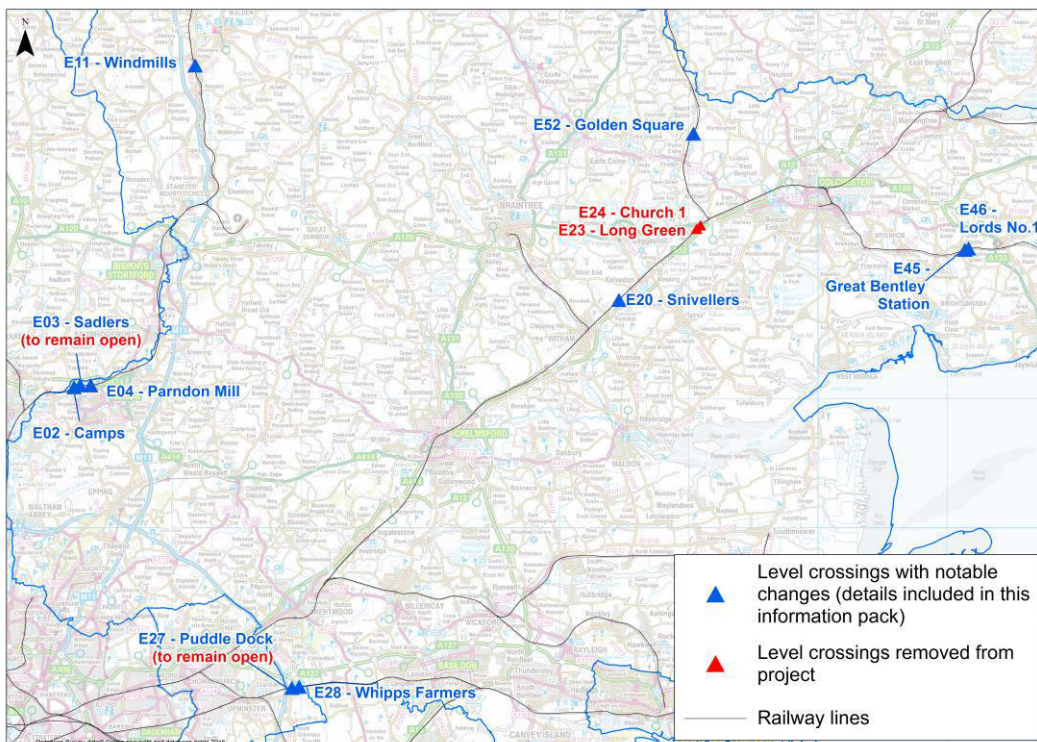
The level crossings in this initial phase of the Anglia programme do not include any new railway bridges or underpasses and offer benefits which are currently affordable and deliverable.

A second round of public consultation was held in September / October 2016 on our preferred options for the possible closure or change to public rights of way at around 130 level crossings in Anglia.

This information pack is to update you on which proposals have been significantly changed within Essex, as a result of the feedback received from the public and stakeholders.

Please note that proposals which are unchanged or have minor modifications from the September consultation are not included in this public information update.

We have made notable changes to our proposals at the following level crossings in Essex.



The following pages provide you with details of our latest proposals for these level crossings.

These are also available on the project website:
www.networkrail.co.uk/anglialevelcrossings.

Please note, proposals for other level crossings in the programme that are not referred to in this information pack are unchanged or have minor modifications only.

Level Crossing Proposals

E04 – Parndon Mill

Harlow District

Parndon Mill is one of the level crossings in the County of Essex. It is located in the Harlow District and has the postcode CM20 2HR. It should be noted that there is currently no infrastructure to facilitate the crossing of the railway at this location and the crossing has been shut for a number of years. The railway at this crossing carries passenger and freight trains with a line speed of 85 mph. There are generally 322 trains passing through this level crossing per day. A photo of the crossing is shown here.

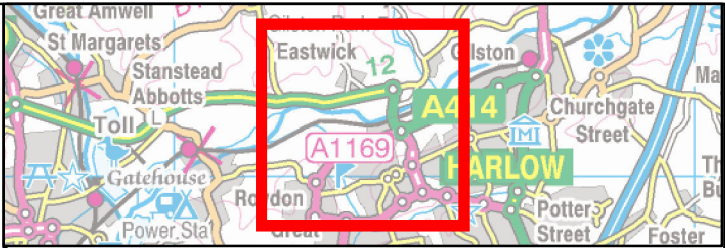
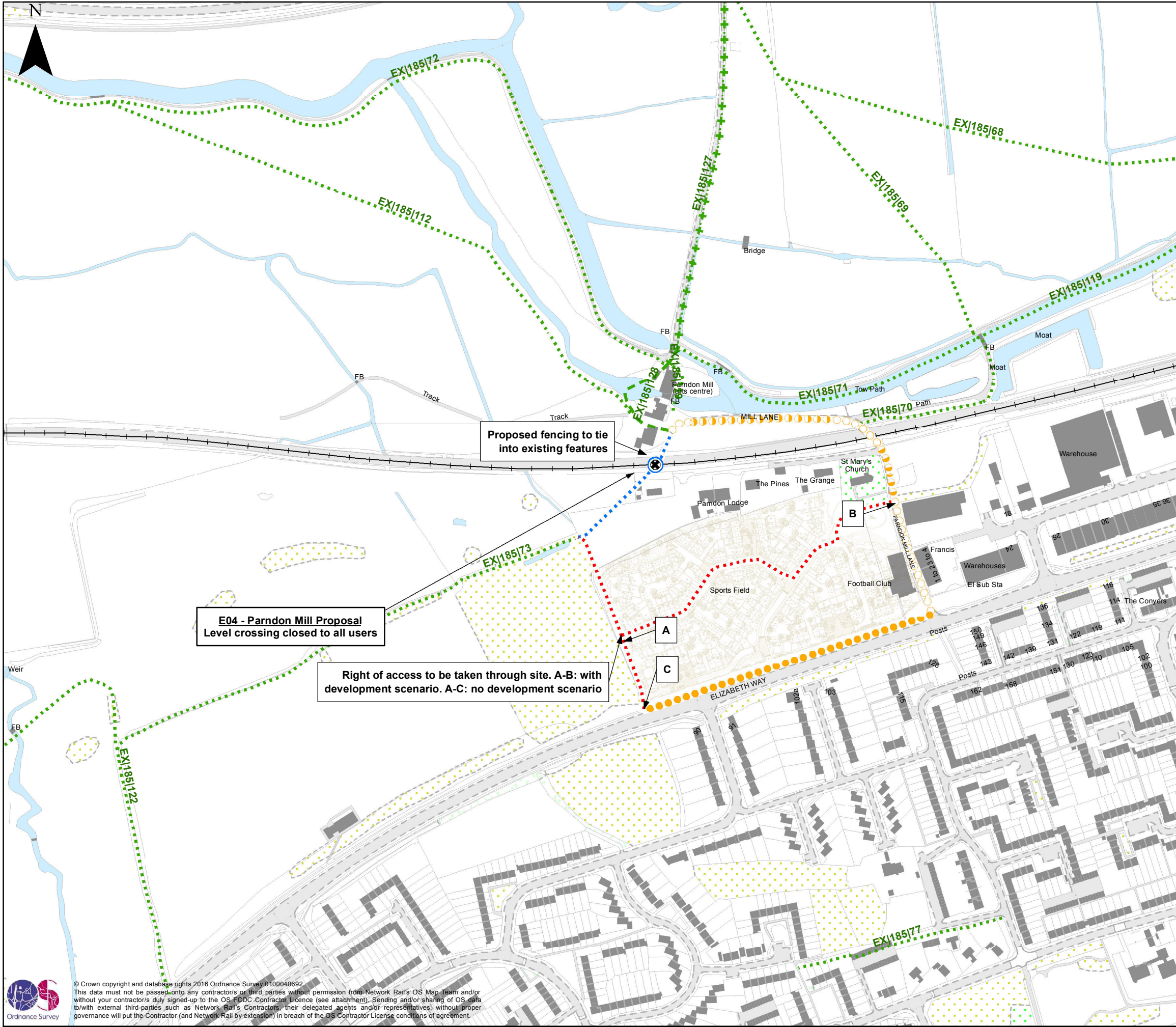


Public consultation was held in September 2016 on the preferred option (at the time) for this level crossing. 7 questionnaire responses were received. Key themes include:

- Concerns regarding the level of road walking (footway)
- Concerns about walking over the railway bridge to the east of the level crossing, as it is narrow and has no pavement or verge
- Comments that the proposal has not taken into account the proposed development of the sports field for housing

This flyer is to update you on changes to our proposals as a result of the feedback received in September from the public and stakeholders for the Parndon Mill level crossing.

Our revised proposals are to formalise the closure Parndon Mill level crossing to all users. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. Users would still be diverted to the existing bridge on Parndon Mill Lane to the east of the level crossing. The significant change to the proposal is the reservation of a Public Right of Way across or around the sports field site which also has planning permission for housing. The exact alignment would be determined at a later stage by consultation with the landowner and / or developer. The plan shows a start point 'A' and two alternative end points. End point 'B' reflects the proposed housing layout, and end point 'C' a route along the west side of the playing pitches should the development not proceed. Depending on which route was taken forward the walking section along Elizabeth Way would be eliminated or greatly reduced. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. An overview of the revised proposals is shown on the drawing overleaf.



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 Walking
- Carriageway Walking
- Verge Walking

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

- Fencing
- Gates
- Stile
- Future Developments where planning details are available

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.



Anglia Level Crossing
Reduction Strategy



Public Information Update

E04 - Parndon Mill
Essex,

P1	Nov 2016	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
1:3,500

Drawing No.
MMD-367516-E04-PIU-001

Update on Anglia Level Crossing Proposals



Thank you

We appreciate you taking the time to read this information and we hope it has been useful to you.

The information in this pack is also available on the project website:

www.networkrail.co.uk/anglialevelcrossings

If you have any queries about the scheme in general, please contact the Network Rail helpline (03457 11 41 41 or on the project website). If you wish to comment on the proposals, please use the project email address:

anglialevelcrossings@networkrail.co.uk. Alternatively, please write to Network Rail free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on an envelope and including your comments inside.

Next steps

- Further assessment work and preparation of a draft Transport and Works Act Order for submission in March 2017
- Formal objection / representation period
- Formal public scrutiny, the form of which will be decided by the Secretary of State for Transport



D. Project team response

E01 – Old Lane

Please note: some of the comments in this section refer to E03 – Sadlers, which is no longer part of the scheme (as explained in Section 4.2.3).

E01 – Old Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Enhancement	<p>The landowner suggested an alternative solution and highlighted the implications the proposed crossing closure poses for the landowner.</p> <p>Overall the landowner considers the Round 1 proposals are feasible and would welcome further input into the designs with Network Rail. The landowner has also confirmed that they work for the local Council as a footpath and public rights of way officer and from a landowner point of view and a public rights of way, what is generally being proposed they consider acceptable.</p> <p>The landowner also commented that the northern path running along the railway in an east west direction would need several bridges to cover the ditches and Cannons Brook as the existing infrastructure is not suitable. the landowner has also acknowledged that the land to the north of the railway is all grassland and is grazed / harvested for hay and silage.</p> <p>The landowner noted that it maybe possible to divert the footpaths to an underpass to the east of Sadlers</p>	<p>This feedback related to level crossings at E01, E02, and E03.</p> <p>E01 Round 2 proposals were based on the Round 1 Red route. E02 is for provision of both the Round 1 Red and Blue routes, providing footpath connections and potential improved footbridge over river/stream along route. The existing underpass / cattle creep was proposed to be used at R2 (although later investigation showed this option to be unfeasible).</p> <p>E03 is the same as the Round 1 route following the landowner suggestion.</p> <p>A bridge over Cannons Brook was indicated at Stage 2.</p>

E01 – Old Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>crossing, which is also in his land. However, this would involve some works to lower the floor in the underpass to achieve sufficient headroom and to re-grade the ditch beside the railway to drain the underpass to a lower outfall into Canons Brook. Levels taken on site indicate that this would be feasible.</p> <p>The landowner has also confirmed that the land to the north and south of the railway in the proximity to the farm a proportion of it is actually designated as common land. This needs further investigation with the Project team.</p>	
2	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	EEC confirmed that existing public right of way to the north of the railway should be extinguished as per the Stage 2 consultation plan	This has been incorporated on the final proposal.
2	Member of the public	Alternative route / status Enhancement	If the cattle creep at the crossing could be cleared and the flooding issues solved the footpaths could remain as they are, without the need for the level crossing.	The cattle creep was considered for use at R2, but subsequent investigation showed that the headroom was inadequate for public use.
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Retain the level crossing / level crossing is safe	If Wildes level crossing can be retained why cannot Old Lane; if one is unsafe then so is the other.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Member of the public	Loss of public right of way / Severance	Loss of public right of way and local amenity, as the route is along the river.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide

E01 – Old Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		of popular route or amenity		diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Members of the public Local access, user, or interest group (Member of the Ramblers) (Member of the Ramblers Association (Essex Area Footpath Secretary))	Alternative route / status	A scheme should be put in place to deal with all the at-grade level crossings from Roydon Lock in the west to Pardon Mill in the east such that a whole section of line is dealt with.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
4	Landowner	Alternative route Business Impact Safety Concerns Enhancement	Supports closure of either crossing but preference for the footpath to be located outside of their ownership due to risks associated with public interaction with live stock, protected wildlife/flora/fungi, proximity to their house and potential negative impact on business operations. Preference for closure of E3 which allows access to commercial farm yard. Alternative proposed for diversion via existing underpass to the east. The proposed ROW is located adjacent to the fairway of a Golf Course which could present a health and safety risk to the public.	The new footpath runs along field margins which are cultivated. Ecological surveys have been undertaken and further surveys will be undertaken prior to any works. The length of new PROW to be created is only marginally more than that being extinguished, with a cross field route replaced a field margin route. Both E2 and E3 run through the farm yard. The underpass was fully investigated and the headroom clearance found not to be adequate for a PROW route.

E01 – Old Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				The new PROW route is not within the golf course, but runs in the adjacent field margin with a strip of landscaping between the two.

E02 – Camps

Please note: some of the comments in this section refer to E03 – Sadlers, which is no longer part of the scheme (as explained in Section 4.2.3).

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Enhancement	<p>The landowner suggested an alternative solution and highlighted the implications the proposed crossing closure poses for the landowner.</p> <p>Overall the landowner considers the Round 1 proposals are feasible and would welcome further input into the designs with Network Rail. The landowner has also confirmed that he works for the local Council as a footpath and public rights of way officer and from a landowner point of view and a public rights of way what is generally being proposed he considers acceptable.</p> <p>The landowner also commented that the northern path running along the railway in an east west direction would need several bridges to cover the ditches and Cannons Brook as the existing infrastructure is not suitable. the landowner has also acknowledged that the land to the north of the railway is all grassland and is grazed / harvested for hay and silage.</p> <p>The landowner noted that it maybe possible to divert the footpaths to an underpass to the east of Sadlers crossing, which is also in his land. However, this would involve some works to lower the floor in the underpass to achieve</p>	<p>This feedback related to level crossings at E01, E02, and E03.</p> <p>E01 Round 2 proposals were based on the Round 1 Red route. E02 is for provision of both the Round 1 Red and Blue routes, providing footpath connections and potential improved footbridge over river/stream along route. The existing underpass / cattle creep was proposed to be used at R2 (although later investigation showed this option to be unfeasible).</p> <p>E03 is the same as the Round 1 route following the landowner suggestion.</p> <p>A bridge over Cannons Brook was indicated at Stage 2.</p>

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>sufficient headroom and to re-grade the ditch beside the railway to drain the underpass to a lower outfall into Canons Brook. Levels taken on site indicate that this would be feasible.</p> <p>The landowner has also confirmed that the land to the north and south of the railway in the proximity to the farm a proportion of it is actually designated as common land. This needs further investigation with the Project team.</p>	
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support in principal for both the blue and red route - preference is for red route plus the blue route to provide circular connectivity to the south as well.	The design team undertook further site visit to ascertain the height of the underpass and assess the suitability of the entire route including the circular route to the south.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC object on grounds of headroom unless a minimum of 1.75m can be achieved. If not achievable the alternative would be use of Wildes level crossing, which they would have no objection to.	<p>Project team to consult with ECC to obtain details of bridge requirements to meet adoptable standards.</p> <p>The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues.</p> <p>This was taken into consideration in the Round 3 Public Information Update.</p>
2	Member of the public	Support aspect(s) of the proposal Loss of public right of way / Severance of popular route or amenity	<p>Option A is preferable to Option B as Option A provides a crossing point to replace E03 and E02. However, the closure of E02 should be reconsidered as this provides a route from Roydon Lee farm to Hunsidon Lock EX/135/75.</p> <p>Currently, the creep along this part of the railway line are poorly maintained and option A would</p>	<p>The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues.</p> <p>This was taken into consideration in the Round 3 Public Information Update.</p>

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		Enhancement	require Network Rail to give the commitment to maintain the underpass east of E03	
2	Members of the public Local access, user, or interest group (Member of the Ramblers) (Member of the Ramblers (West Essex Group))	Replacing one crossing with another Accessibility of proposal	If the closure is for safety, why is an alternative Wildes. The underpass / cattle creep must be made safe underfoot and not flood at any time.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations. The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues. This was taken into consideration in the Round 3 Public Information Update.
2	Members of the public Local access, user, or interest group (Member of the Ramblers (West Essex Group))	Diversion route too long / unpleasant Loss of public right of way / Severance of popular route or amenity	Diversion adds consideration distance. Loss of an attractive circular route to Pardon Mill.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. The removal of E03 Sadlers from the scheme proposals significantly reduces the diversions length.
2	Member of the public Local access, user, or interest group (Member of the	Retain the level crossing / level crossing is safe	The crossing is not dangerous as it gives clear views in both directions. It is also a crossing for farm vehicles.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Ramblers (West Essex Group))	Accessibility of proposal		Private user rights for vehicles would be retained at Camps crossing.
2	Member of the public Local access, user, or interest group (Member of the Ramblers (West Essex Group))	Retain the level crossing / level crossing is safe Enhancement	The new alternative, using the Wildes crossing creates a new circular route as specified. However, it would require the creation of a large section of new footpath which is probably undeliverable especially because it would traverse a further section of the local golf course and also go through an area of dense woodland. Would support this if it were possible, in addition to keeping the crossing at Camps.	The proposed footpath route to the south of the railway would not be within the golf course land and utilises field margins and existing PROW routes. The impact on landscaping would be limited to 'break throughs' in hedge lines for the new footpath.
2	Member of the public	Provision of bridge / underpass	As you are also proposing closing crossings at E01 (Old Lane) and E03 (Saddlers) you need to provide a proper alternative, either a pedestrian bridge or underpass at this crossing.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. E03 Sadlers has now been removed from the proposals.
2	Member of the public Local access, user, or interest group (Member of the Ramblers) (Member of the Ramblers Association (Essex	Consider development proposals Accessibility of proposal	If the cattle creep cannot be made suitable for year round use and one or both of the at-grade E02 Camps and E03 Saddlers crossings are closed, then presumably there will no longer be a crossing of this section of the railway line. So there would be over a 1 mile stretch where there is no north-south connection of the PROW network across the railway. This reduction in the PROW network is contra to ROWIP, the Rights of Way Improvement Plan.	The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues and E03 Sadlers removed from the proposals. This was taken into consideration in the Round 3 Public Information Update. The proposed new northern footpath has been removed from the proposals as E03 Sadlers is to remain open.

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Area Footpath Secretary))		The proposed route north of the railway line is substantially along watercourses including Canons Brook and it is in the flood plain. As such is likely to be wet/ waterlogged and it would need to be raised.	
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Business impact Retain the level crossing / level crossing is safe	The crossing is also a private accommodation crossing for the farmer, who keeps cattle. Is this also being closed or not? If it is being closed, how will the farmer based at Roydon Lea on the south side move his cattle to the fields on the north side? If the private crossing remains open, then why close the public footpath crossing.	Private authorised rights would be retained at Camps level crossing. The removal of public access at this crossing reduces the risk scoring.
2	Members of the public Local access, user, or interest group (Thorley U3A Walkers) (Footpaths officer of Stort Valley Ramblers R.A. group)	Provision of bridge / underpass	A footbridge or underpass should be put at E02 - Camps to mitigate the loss of 4 level crossings.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. E03 Sadlers is now to remain open.
2	Members of the public Local access, user, or interest group	Safety concerns	The use of low height cattle tunnel that is prone to flooding is unacceptable.	The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues. E03 Sadlers is now to remain open. This was taken into consideration in the Round 3 Public Information Update.

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Thorley U3A Walkers) (Footpaths officer of Stort Valley Ramblers R.A. group)			
2	Local access, user, or interest group (Footpaths officer of Stort Valley Ramblers R.A. group)	Safety concerns	The alternative is to divert via a golf course, Canons Brook, and road Elizabeth Way. Both of these features present unsafe conditions for walkers with flying golf balls and a very busy main road having to be negotiated. This is not a safe route	The proposed diversion routes do not require the use of any public roads, nor does the new footpath route run through the golf course.
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	Loss of existing rights of way.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
3	Member of the public	Proposal will result in loss of privacy	The proposed path will be clearly visible from my house (Roydon Lea Cottage) and garden completely destroying the privacy of myself and my family.	The location of the property is unknown, but the nearest residential property to the new footpath route is approx 130m away.
3	Member of the public	Environmental Impact	There are Bee Orchids (<i>Ophrys Apifera</i>) on our southern edge which would be destroyed if the path goes along the field margins and also there are Yellow Meadow Ants (<i>Lasius Flavus</i>) and their anthills all over Pond field and these are an indicator of ancient meadow which should not be disturbed. Our farm are also valuable habitat	The proposed footpath would remain unsurfaced and any habitat loss would be minimal, particularly in the context of similar habitats that would remain undisturbed. From a census of the existing footpath, only a low intensity of use is predicted and clear signage would be used to direct users along the route. If the Essex Order is granted, all proposed

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			where the buzzards roost and the muntjac deer live.	routes are to be resurveyed to confirm known baseline conditions to inform appropriate mitigation, which may include localised narrowing to further limit habitat loss and inform vegetation clearance works.
3	Member of the public	Safety concerns Enhancement	There is plenty of room for the path to go on the golf course without it having to come onto the farm land where the people will also have to encounter the cows, calves, bulls, sheep and rams that live here.	The proposed route would not be within the golf course land and would lie at the edge of the field boundary to minimise impact on the farm land.
3	Landowner	Enhancement	Comments that the underpass proposed as the right of way is low and will need significant intervention / upgrade to ensure that it's fit for purpose. This may lead to issues with drainage and water levels however in his opinion there is scope to reduce the height of the underpass by at least a metre.	The underpass route was discounted for a number of reasons including the height restriction and potential flooding issues. E03 Sadlers crossing is to remain open. This was taken into consideration in the Round 3 Public Information Update.
4	Landowner	Alternative route Business Impact Safety Concerns Enhancement	Supports closure of either crossing but preference for the footpath to be located outside of their ownership due to risks associated with public interaction with live stock, protected wildlife/flora/fungi, proximity to their house and potential negative impact on business operations. Preference for closure of E3 which allows access to commercial farm yard. Alternative proposed for diversion via existing underpass to the east.	The new footpath runs along field margins which are cultivated. Ecological surveys have been undertaken and further surveys will be undertaken prior to any works. The length of new PROW to be created is only marginally more than that being extinguished, with a cross field route replaced a field margin route. Both E2 and E3 run through the farm yard. The underpass was fully investigated and the headroom clearance found not to be adequate for a PROW route.

E02 - Camps				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			The proposed ROW is located adjacent to the fairway of a Golf Course which could present a health and safety risk to the public.	The new PROW route is not within the golf course, but runs in the adjacent field margin with a strip of landscaping between the two.

E04 – Parndon Mill

E04 – Parndon Mill				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	ECC concerned about length of red route. ECC suggested shorter route north of rugby club. Noted that ECC supported red route. Meeting noted right of way through caravan park which is currently blocked by caravan site owner.	Existing Round 1 proposals maintained for Round 2 consultation until further understanding was obtained regarding the proposed development to the south of the railway. From discussions with the landowner, they claimed there is no PRow across the caravan site and the crossing has not been there for 30 years; and that new PRow to the development site would be the responsibility of other parties.
2	Landowner	Alternative route / status	Landowner states quite categorically that there is no crossing at E04 Parndon Mills and hasn't been for at least 30 years. It is fenced by NR and there would be a 10' plus drop to the railway bed. He also claims there is no footpath across their land. This is shown as EX 185 73 on the plan	The point is noted and shows that the proposals are an improvement in the PRow network from the current situation.
2	Member of the public	Consider development proposals Alternative route / status	The proposal takes no account of the fact that the sports field is due to be developed for housing. This means that the alternative route would no longer be a country walk and the data on use of the footpath due to be closed is not a true reflection of usage in the future. The footpath EX/185/73 could be integrated into the new development and run along the northern boundary of the present sports field (the new development area). As a result, a diversion along Elizabeth Way would be avoided.	The crossing has been closed for a number of years and no route exists through the caravan park to the railway Existing Round 1 proposals maintained for Round 2 consultation until further understanding was obtained regarding the proposed development to the south of the railway. This was taken into consideration in the Round 3 Public Information Update. The PRow would no

E04 – Parndon Mill				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				longer be a dead-end and the length of footway walking reduced.
2	Member of the public Local access, user, or interest group (Member of Essex Rambler Executive Committee) / (Member of the Ramblers (West Essex Group))	Retain the level crossing / level crossing is safe Safety concerns	This level crossing was given the lowest possible risk rating so it must be safe. Transferring walkers on to a road is more unsafe than using the existing level crossing.	The level crossing has been closed for many years and is a 'sleeping dog'. This is the reason for the low risk rating. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	I am a member of the public Local access, user, or interest group (Member of the Ramblers (West Essex Group))	Safety concerns Alternative route / status	The red route is unacceptable for walkers as it is a lengthy detour which takes walkers on to a long stretch of a busy highway with fast moving vehicles (Elizabeth Way). It would be much safer to extend footpath 73 to the Southeast around/through Ram Gorse and then inside the Northern edge of the sports field to Parndon Lane.	This was taken into consideration in the Round 3 Public Information Update. The PRoW would no longer be a dead-end and the length of footway walking reduced.
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Diversion route too long / unpleasant	The proposed alternative route is longer and is all alongside or on roads - alongside busy Elizabeth Way, the A1169, and then along narrow Parndon Mill Lane (no white line) which has no pavements and no walkable verges. The railway crossing is a narrow road bridge with no pavement or verge, with a blind bend to the north so there is potential vehicle-pedestrian conflict and a safety risk.	This was taken into consideration in the Round 3 Public Information Update. The PRoW would no longer be a dead-end and the length of footway walking reduced. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.

E04 – Parndon Mill				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Consider development proposals	The eastern end of the end of the east-west public right of way connection is removed as it leaves Harlow public footpath 73 with a dead-end at the eastern edge of the golf course. This is completely contrary to the Rights of Way Improvement Plan. An east-west route has long been a feature of the local network. A level crossing needs to be re-instated across this section of the line in the vicinity of Parndon Mill at the eastern end of Harlow public right of way 73.	This was taken into consideration in the Round 3 Public Information Update. The PRow would no longer be a dead-end and the length of footway walking reduced. Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Alternative route / status Provision of bridge / underpass	Parndon Mill is a popular local spot which should be easily accessible without a car so encouraging healthy and enjoyable exercise. A safe, non-vehicular level crossing of the railway is a must. At the east end of the golf course the railway is about level with the adjacent land – this could be a suitable place for a new at-grade crossing, with mini-stop lights, or for a non-motorised user bridge.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
4	Developer	Development Impact Alternative route	Construction of residential development proposed to commence August/September 2017 and concerns that the proposed ROW will have implication for their programme. Prepared to work with promoter to incorporate route within their land but preference would be for diversion to run through grass and woodland to the west.	The final proposed new PROW link runs to the west of the site (not through the woodland however). Which is considered to have the least impact on the residential development. The developer has the opportunity to examine alternative routes through the site, outside of the TWAO process, in discussion with the local authority.

E05 – Fullers End

E05 – Fullers End				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	Adopt the Red Route on both sides of the railway, but run parallel to the railway.	<p>The development details have been downloaded and plotted.</p> <p>The Round 2 route is parallel to the railway on north side, but has been adapted to pass considered best to get a route through the development site.</p>
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Provision of underpass	An underpass cannot be accommodated at the current crossing location and cannot be justified when an underpass exists 100m to the west.
1	Strategic stakeholder (Essex County Council)	Enhancement	ECC suggested amendment to blue route north of the railway to join FP28	A further cross field route is not supported by the landowner and is not considered to be justified given the existing links to FP28 that exist.
2	Landowner	Landowner consultation Business impact	Landowner would prefer if the footpath was to be re-located to adjoin the railway, where their old sheds were located, as these sheds have now been demolished. The proposed development will be gated off Tye Green road where the footpath is located, therefore, for the proposal to work, the footpath would need to be fenced, as not to affect the gated entrance and to ensure pedestrians don't stray onto the private development.	The footpath route to the south has been located provide the least effect on the business and the route is anticipated to use the roads that will be created through the site.
2	Strategic stakeholder (Elsenham Parish Council)	Support subject to conditions Consider	Would like assurances that the diversion route is in place before the crossing is closed, as this is an important and vital route for Elsenham. To be acceptable the route needs to be	The diversion route will be in place before the crossing is closed.

E05 – Fullers End				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		development proposals	<p>pedestrian, pushchair, wheel chair, mobility scooter and dismounted cycle friendly with no stiles or other obstacles. The route must be well drained and well lit.</p> <p>The route needs to reflect the layout of the approved planning consent UTT/13/1983 Elsenham Sawmill, Fullers End, Tye Green Road, Elsenham, and should possibly run much closer to the railway line along the proposed new road. Use of the pedestrian crossing is expected to increase as a result of several large housing schemes currently being built in Elsenham.</p>	<p>The surfacing of the diversion route will be a hard surface suitable for all users rather than an unsurfaced cross field track.</p> <p>Drainage, if needed, is considered at detailed design.</p> <p>The roads approaching the level crossing are unlit and this will continue on the diversion route.</p>
2	Local access, user, or interest group (Bishop's Stortford and District Footpaths Association)	<p>Safety concerns</p> <p>Diversion route too long / unpleasant</p> <p>Accessibility of proposal</p> <p>Loss of public right of way /</p> <p>Severance of popular route or amenity</p>	<p>The alternative crossing using the underpass is not a suitable alternative route. It is not felt by users to offer a safe environment along which to walk as it is dark, narrow and generally unpleasant, and through the winter months unsociable, even with a tarmac surface. The other proposed routes are considerably longer and take the user across fields. This pedestrian level crossing is well used because it is an old road: it is convenient and has a tarmac surface.</p> <p>The current level crossing is a wide road, and there is a lot of width and light and therefore feels safe. Residents of Fullers End use this level crossing to visit the Elsenham shops and post office and on this sort of trip, would not in current circumstances need to wear walking boots.</p>	<p>The existing route is along an unlit narrow road with no footway and heavy vegetation to one side.</p> <p>The surfacing of the diversion route will be a hard surface suitable for all users rather than an unsurfaced cross field track.</p> <p>The diversion route adds approximately 3 minutes to the walking route which is not considered excessive in this location</p>

E05 – Fullers End				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Landowners	<p>Proposal will result in loss of privacy</p> <p>Consider development proposals</p> <p>Safety concerns</p> <p>Accessibility of proposal</p> <p>Enhancement</p>	<p>The proposed route for the diversion will be across their front garden. With an average of 47 pedestrians using the level crossing at the moment, when the new housing developments are completed nearby, the number of people using the proposed alternative access is likely to be in the region of 200-300 per day. This would mean there would be no privacy for the occupants of the new houses and the values of the properties would be reduced accordingly.</p> <p>The underpass is part of a public right of way, so this could attract vandals and thieves.</p> <p>Also concerned that people in wheelchair who use the level crossing would be unable to use the alternative route because the route to the north side of the railway line will not be hard surfaced. A 2m wide route could give access to cars, motor bikes etc. and destroy the purpose of the route.</p> <p>If the level crossing is going to be shut the best alternative route from the point of view of the landowners on the south side of the railway line is a route as close as possible to the network rail fence.</p>	<p>It is unclear where the figures of 200-300 come from and these are not explained further. These users will be on the footway within the development site.</p> <p>At this point the developer has the opportunity to examine alternative routes through the site, outside of the TWAO process, in discussion with the local authority.</p> <p>The surfacing of the diversion route will be suitable for all users rather than an unsurfaced cross field track.</p> <p>All footpaths are 2m wide and access restrictions such as anti motorbike A frame barriers can be addressed further with ECC at detailed design stage.</p>
2	<p>Member of the public</p> <p>Local access, user, or interest group</p>	<p>Retain the level crossing / level crossing is safe</p>	<p>This level crossing has a superb train warning system, which if replicated on other pedestrian level crossings, would negate their reasons for closure.</p>	<p>The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.</p>

E05 – Fullers End				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Chairman of local footpaths club) Landowner			
2	Local access, user, or interest group (Chairman of local footpaths club) Local access, user, or interest group (Member of EROWOS (Elsenham Rights of Way and Open Spaces))	Loss of public right of way / Severance of popular route or amenity Consider development proposals	Positioned in a residential area, the level crossing is used more frequently than others in this section and with development imminent on the south side of the railway, the crossing is only likely to find increased use.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Landowner	Diversion route too long / unpleasant	The proposed route would take pedestrians along a path which is fairly remote and therefore highly likely to attract undesirable behaviour and loitering.	One side of the diversion route would be through a new residential development. The other would be on a hard surfaced path. Further environmental improvements could be considered at the detailed design stage.
2	Landowner	Upgrade level crossing facilities	wish to see the existing level crossing upgraded to meet the necessary criteria in order to make it safe.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public	Diversion route too long / unpleasant	The proposals for a diversionary footpath across fields would be unsuitable for cycling on. If this route is closed to cyclists then the only alternative involves cycling on much busier, narrow and dangerous roads.	The surfacing of the diversion route will be suitable for all users rather than an unsurfaced cross field track.

E05 – Fullers End				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Local access, user, or interest group (Member of the Ramblers Association (Essex Area Footpath Secretary))	Loss of public right of way / Severance of popular route or amenity Diversion route too long / unpleasant Safety concerns	This proposal cuts the community in half. The proposed tunnel is down a muddy path, floods, it has no lights or anything to make it safe to use at night. There are no proposals to overcome safety issues. This proposal makes it more unsafe that using the existing level crossing.	One side of the diversion route would be through a new residential development. The other would be on a hard surfaced path. Further environmental improvements could be considered at the detailed design stage.
2	Member of the public	Enhancement	The joining paths must be constructed to an adequate standard (i.e. hard surfacing) before implementation and lighting should also be considered.	The surfacing of the diversion route will be suitable for all users rather than an unsurfaced cross field track.
4	Landowner	Development Impact Alternative route	Initial ground works of residential development underway. Industrial units along the northern boundary scheduled for demolition ahead of proposed works. Current proposed diversion uses existing access road of industrial estate. Preferred route parallel to railway along the northern boundary of ownership and within NR land where possible.	The final proposed route makes use of the existing access road. Alternatives cannot be considered until the proposed demolition has occurred. At this point the developer has the opportunity to examine alternative routes through the site, outside of the TWAO process, in discussion with the local authority. It is not possible to deliver the route within NR land due to width constraints and location of trackside equipment.

E06 – Elsenham Emergency Hut

E06 – Elsenham Emergency Hut				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support for green route ECC support for blue route plus use of FP14	Noted
2	Strategic stakeholder (Essex County Council)	Enhancement	ECC requested a straightening of the proposed route at the north end to join FP51/24	This has been undertaken
2	Strategic stakeholder (Elsenham Parish Council) Local access, user, or interest group (Member of EROWOS (Elsenham Rights of Way and Open Spaces))	Enhancement	Welcome the decision to create a new Public Right of Way to link Footpath EX/51/14 with EX/25/7. To enable a more beneficial walking route, suggestion that the new path be routed alongside the railway line rather than alongside the M11 Motorway as is proposed. This would present the opportunity to reroute the cross-field path on the route of EX/25/7 further south to follow the field edge.	This has not been taken forward. It is considered that the design freeze route provides more direct connectivity on the pedestrian desire line to FP EX/51/24.
2	Member of the public	Diversion route too long / unpleasant	Diversion length is over 1km which is too long	It is considered that the likely additional diversion length from the level crossing to EX/51/14 via Bedwell Rd is approx 500m. The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.

E07 – Ugley Lane

E07 – Ugley Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner		The landowner confirmed that he has got private rights to use the crossing but he doesn't use it that often unless he needs to obtain access to the fields with larger equipment (drills, combines, sprayers etc.). He confirmed it was approximately a 4 mile round trip if they weren't able to use this crossing and this services approximately 200 acres of land north east of the Ugley Lane crossing. The landowner confirmed previously that a lump sum had been offered and he would be happy to open negotiations again.	The majority of movements can be accommodated through the underpass. Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.
2	Member of the public Local access, user, or interest group (Member of The Ramblers (Essex Group Executive Committee))	Diversion route too long / unpleasant	The length of the diversion is 1.1km which is too long.	There is no public right to cross the level crossing and private discussions are held with the landowner regarding diversion routes

E08 – Henham

E08 – Henham				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Business impact	The landowner welcome the extinguishment of the footpath through their farm yard however, they are against the creation of the right of way on their land to the south West.	No reason was given for the objection to the new footpath.
2	Landowner	Business impact	Landowner is opposed to having a new footpath on their land as it is used for grazing as a part of their small holding business. To be feasible the footpath would have to be fenced.	Noted – the fence isn't a requirement of the PROW route at present but can be considered further at detailed design
2	Local access, user, or interest group (Chairman of local footpaths group)	Loss of public right of way / Severance of popular route or amenity	The path which uses this crossing is vital to joining two areas of rich walking countryside.	Noted however the footpath is maintained via the proposed diversion
2	Member of the public Local access, user, or interest group (Chairman of local footpaths group)	Safety concerns	The crossing is on a dangerous bend.	The diversion has been assessed by a Road Safety Audit and no issues were raised. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Member of the public	Enhancement	The flooding which occurs after heavy rain would not prevent walkers if the footbridge across the ford was replaced.	This route and existing footbridge will be removed as part of the works

E08 – Henham				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Landowner	Landowner consultation	It is vital that an agreement is reached for the footpath behind the hedge on the west side of North Hall Road.	This route form part of the design single solution
2	Members of the public Local access, user, or interest group (Member of The Ramblers (Essex Group Executive Committee))	Diversion route too long / unpleasant	The length of the diversion route is 750m which is too long. It also requires walking along fields which are known to flood.	<p>The scheme was considered further and it was not possible to identify a shorter route and still fulfil the concept for the scheme of avoiding the need for new structures over the railway.</p> <p>Essex CC do not have a standard footpath specification and the final treatment of the proposed PROW will be assessed on a site per site basis.</p>

E09 – Elephant

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	Footpath EX/41/14 should be extended by the green route. In addition, consideration should also be given to moving the existing EX/41/14 to the edge of the field (i.e. as per proposed the green route) as it is currently routed through what has been designated as a SSSI (Site of Special Scientific Interest)	The extension of EX/41/14 via the Round 1 Red/Green routes as far as Debden Road has been adopted as part of the Round 2 proposals, the rest of the Green route was dropped based on the GRIP1 RSA findings, with the red route promoted in its stead. No action planned for EX/41/14 north of E09 Elephant, which runs through an areas of woodland / spinney, rather than a dog-leg route around the edge. Protection of a SSSI is an option, but could be argued as a potential loss of amenity on route.
1	Landowner	Alternative route / status	Landowner has advised of an alternative route, which would not include their landholding. The existing proposal is on land at the rear of a residential property whereby the landowner believes this could be of value to the residential property if the land was to be bought by them (residential property could be turned into equestrian/small holding), therefore, they would not want a new right of way as it would reduce the saleability of the land should it be sold. If the land to the east of a separate landowner was to be used, the footpath would follow a very similar route to the current proposal, however, it would mean	<p>Diversion of route further to the east would increase diversion route for users and potentially impact additional landowners.</p> <p>This is still considered to be the best diversion route</p>

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			the negotiation of a new right of way with an additional landowner.	
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Delay the closure until the road bridge has been replaced and provides a safe walking route for pedestrians; or provide a pedestrian bridge, which should be built parallel to the road bridge benefitting not just the public right of way users.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Round 1 Consultation Questionnaire	Upgrade level crossing facilities	Upgraded LX facilities, with warning signals, refuges between track and barriers with locking gates.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions Safety concerns	Green route – ECC have concerns about use of Debden Road bridge for use by pedestrians. ECC support in principle subject to RSA results.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions Safety concerns	ECC have concerns about use of Debden Road bridge for use by pedestrians and RW noted that he was aware of traffic congestion issues over the bridge at peak periods. RW noted that from ECC knowledge of the bridge he could not support the introduction of a footway with traffic management	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			measures. ECC support in principle subject to resolving safety issues along Debden Road.	
2	Member of the public Strategic stakeholder (Newport Parish Council)	Loss of public right of way / Severance of popular route or amenity Upgrade level crossing facilities Safety concerns	This level crossing is used by a considerable number of the residents and visitors as it is a very popular and attractive walk from the centre of the village. Suggestion made that automatic gates with lights should be installed, together with a designated refuge area, similar to the level crossing at Cannon's Mill Lane, Bishop's Stortford. The alternative suggested route, via Station Road, is unacceptable as this involves crossing Debden Road by the railway bridge which is extremely dangerous.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Landowner	Landowner consultation Business impact	Landowners do not want the main extent of the footpath to be on their side of the boundary (green and red vertical routes). They believe the footpath will de-value their land if they was to sell the land to the cottage which adjoins a patch of land which would be ideal for a pony paddock. They also don't want the footpath as their land as it is high value arable land and	Consideration given to this by the project team. However, due to safety it was deemed more suitable to provide a footway on the northern side of the carriageway on Debden Road.

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			they don't want an increase in walkers using it.	
2	Member of the public	Enhancement	Comment that the whistle board for the crossing should be removed following closure of the level crossing.	Level crossing infrastructure will be removed as part of the proposals.
2	Member of the public	Enhancement Upgrade level crossing facilities	Provide a traffic and pedestrian controlled lights at the Debden Doad bridge. There is an issue already with traffic on this bridge. Also the level crossing could remain open if a sophisticated pedestrian control system was deployed.	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities. Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public	Safety concerns	My issue is pedestrian safety on the intersection of the new right of way and the continuation along Debden Road, down the road leading to the back of the station towards the footbridge. There is no pavement and Debden Road is narrow and buses and cars park along the available verges behind the station, which forces pedestrians onto the road.	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Local access, user, or interest group (Chairman of Local Footpaths Group Councillor)	Loss of public right of way / Severance of popular route or amenity	The level crossing provides for both village and visiting walkers, the chance to get into a bit of natural country, only a couple of hundred yards or so from the main road.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Local access, user, or interest group (Chairman of Local Footpaths Group)	Safety concerns Support subject to conditions	The green route would be more acceptable if the bridge crossing could be made safe. Crossing the single track bridge is a delicate job in a vehicle because of the blind approach either side and for pedestrians it is even worse because once you have made a commitment to cross, there is no footpath on the bridge or until the main road.	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Member of the public Local access, user, or interest group (Chairman of Local Footpaths Group) Local access, user, or interest group (Uttlesford Ramblers)	Loss of public right of way / Severance of popular route or amenity	The blue route is not favoured as it would mean losing the wild path EX/41/14 which is a stimulating walk. The path leads directly to a pleasant point, well into the Debden Water valley by a nature reserve.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Strategic stakeholder (District councillor)	Upgrade level crossing facilities	Telephones should be reinstated to enable people to check with the signalman the distance to the next trains or similar to the passenger information systems on the station installed to show the arrival of trains or warning light, and locking gates.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Member of Essex Rambler Executive Committee)	Safety concerns	The proposed route crosses the busy Debden Road at a poorly sighted junction. This road has no pavements. It leads out on to Newport High Street where the existing level crossing ends up. It is unbelievable that the route over the hump back bridge will not be used as against the longer proposed route, over 500m. This is creating an unsafe situation, far more unsafe than the level crossing.	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Member of the public	Enhancement	For the benefit of all you should widen the Debden Road bridge.	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.
2	Member of the public	Diversion route too long / unpleasant	Diversion is long and involves a considerable amount of road walking	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (District councillor)	Safety concerns	One of the bridges is one vehicle at a time and has restricted view meaning users will need to also cross the road and cross back in order to be seen and to see. It is also the diversion route for large vehicles over 4.5m which do not fit under the B1383 railway bridge	The final scheme includes a signalisation of the Debden Road bridge and provision of pedestrian facilities.

E09 - Elephant				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
4	Landowner	Alternative Route	Preference for the ROW to run along the boundary of neighbouring land to the west and for footpath EX4114 to be extinguished as people prefer to use the footpath from White Horse Lane.	The proposed route avoids private residential dwellings and offers the most direct diversion route. The alternative route to the north would create a longer diversion length with greater 3rd party impacts.

E10 – Dixies

E10 - Dixies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Consider development proposals Provision of bridge / underpass	A new housing estate is being built, so a new footbridge or a crossing with lights between Shortgrove Lodge and nursery buildings should be built	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa. Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Strategic stakeholder (Essex County Council)	Consider development proposals Support aspect(s) of proposal	ECC noted that school children already use Bury Water Lane as school route. This route does not have footway and no applications have been received from the public requesting ECC provide a footway. Noted that there is a proposed housing development west of LX ECC support in principal for red route	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Strategic stakeholder (Newport Parish Council)	Consider development proposals	There will be a significant development in the area to the north, and east of Bury Water Lane; planning permission has already been granted. This level crossing will provide a major link to the village for residents living in that area. Suggestion	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal

E10 - Dixies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		Upgrade level crossing facilities	made that automatic gates with lights should be installed, together with a designated refuge area similar to the level crossing in Cannon's Mill Lane	does not prejudice the proposed development or vice versa.
2	Local access, user, or interest group (Saffron Walden Footpaths Association) Local access, user, or interest group (Chairman of local footpaths group)	Consider development proposals Upgrade level crossing facilities	The level crossing should remain and be fitted with a sophisticated pedestrian controlled system. There will be development in Whiteditch Lane both East and West of the same and to the North of Carnation Cottages this path is a major link at the north of Newport	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Local access, user, or interest group (Chairman of local footpaths group)	Loss of public right of way / Severance of popular route or amenity	Footpath EX/41/17 links the north/south paths west of the railway with the Footway beside the main road. At present Footpath EX/41/7 is used to make a circular walk by locals and as an entry / exit point for Newport, particularly by walkers going to and from the Arkesden direction. The pub on the main road is often the objective.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Local access, user, or interest group (Chairman of local footpaths group)	Safety concerns Upgrade level crossing facilities	The suggested route proposed sends walkers on a roundabout way into the village mixing it with road traffic. It is dangerous to walk down the pathless section of Bury Water Lane from the zebra crossing to the main road, on a	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.

E10 - Dixies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			school day dodging 'rat run' motorists, school pick up busses and freight parents. The disregarded 20mph speed limit is no safeguard, whereas a properly alarmed level crossing only a few yards wide and crossed in a few seconds would be a much safer alternative for walkers.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Members of the public Local access, user, or interest group (Member of Essex Ramblers Executive Committee)	Retain the level crossing / level crossing is safe Diversion route too long / unpleasant	This level crossing is far safer than some of the others being retained; it has good sight lines and no near misses. The length of the diversion of 1.2 km is unacceptable. It is also along a busy road not across a nice field. The fumes, the noise and the danger make this an unacceptable replacement.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public Strategic stakeholder (District councillor and resident of Newport)	Safety concerns	The proposal for this level crossing is to simply extinguish the right of way and require users to take route nearly a mile longer. In practice, walkers will use Bury Water Lane to shorten the extra distance where there is no footpath and high banks. Although this is a hazardous route for pedestrians, it is the one they are most likely to take if they wish to access the north end of Newport.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works and be safe. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.

E11 – Windmills

E11 - Windmills				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Support	Landowner farms land both side of the crossing, owning the land to the east of the crossing and tenanted the land to the west. The current proposal to extinguish the crossing and associated rights of way has no impact on confirming that he welcomes the extinguishment. The assessed solution has no negative impact, with no new rights of way proposed.	It should be noted that due to other consultation responses the final proposal does include a new PROW across land farmed by this landowner.
1	Round 1 Consultation Questionnaire	Alternative route / status	Create a footpath from E11 to Rookery Lane level crossing on either side of the tracks. To the east, the railway appears to have adequate land. The middle part of the proposed Red Route is currently impassable.	Site investigations undertaken and the final design includes a route to the east of the railway, partially in NR land and partially in 3 rd party land thus maintaining the field route to London Road.
1	Strategic stakeholder (Essex County Council)	Consider development proposals	Noted that there is a proposed housing development west of LX	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Strategic stakeholder (Essex County Council)	Enhancement	ECC noted that they would object on the basis that the current proposal was an extinguishment only. This could be mitigated by providing new PROW link adjacent to railway on west side.	Site investigations undertaken and the final design includes a route to the east of the railway, partially in NR land and partially in 3 rd party land thus maintaining the field route to London Road. This option was presented in the Round 3 public information update.

E11 - Windmills				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Newport Parish Council)	Retain the level crossing / level crossing is safe	Objection to closure as it is a low risk crossing	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public Local access, user, or interest group (Chairman of Local Footpaths Group)	Retain the level crossing / level crossing is safe	This crossing has excellent visibility and easy approaches, but it is not used that much.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (Chairman of Local Footpaths Group)	Support subject to conditions	This solution would only be acceptable if you were not to close the road crossing at some future date. There is no indication of the next level of closure stratagem and it would not be welcomed to lose an easy and safe crossing point in order to add another closure.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Members of the public Strategic stakeholder (Parish Councillor) Strategic stakeholder (District councillor)	Safety concerns	People will not use EX/52/12 and EX/52/10 but will continue along the road which I know as a cyclist occasionally using the road which I know as a cyclist occasionally using it has a (dangerous) blind corner. You are creating a greater hazard than already exists.	The majority of the proposed route is on existing footpaths with limited walking on the carriageway. The diversion route is of similar nature to the existing route over the railway and would mainly be used by walking groups. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the

E11 - Windmills				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	and resident of Newport)			local Highway Authority regarding all diversion routes.
2	Member of the public Local access, user, or interest group (Member of Essex Rambler Executive Committee)	Alternative route / status	Transferring the path onto a small country road with high banks on each side is not acceptable. Why can't the path run along the side of the railway to join the remaining level crossing, and cut out the need to walk down the road to the level crossing.	Further consideration was given to providing routes parallel to the railway. It was deemed not possible to the west of the rail and feasible to the east of the railway. This option was presented in the Round 3 public information update.
2	Member of the public Strategic stakeholder (District councillor and resident of Newport)	Diversion route too long / unpleasant	Diversion route is long and involves walking alongside roads, some classified.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
3	Member of the public	Support aspect(s) of proposal Enhancement	Comments that they don't want their children to ever use it. The amended proposal with a new footpath on the east side looks a bit pointless as anyone would just walk up Rookery Lane from the main road. There is no safety issue with walking on Rookery Lane, it is a very quiet road. Preference would be a new footpath on the west side of the tracks as that would make a nice circular route.	This view is dependent on the destination and origin points for users of the level crossing. From the consultation feedback, it appears that there is amenity value in providing the route to the east of the railway. Consideration was given to providing routes parallel to and west of the railway. It was deemed not possible to provide this without vegetation clearance

E11 - Windmills				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				and affecting the garden space of residential properties.
4	Landowner	Alternative Route Business Impact	Concern that RoW creation through field margin to the west of the line could have a negative effect on farming operations. Preference for creation parallel to railway.	The option of using Network Rail land has been investigated and is considered feasible along the northern part of the new footpath link, however the railway is on a steepening embankment as one heads south. The footpath therefore requires the use of a short length of field margin. Impacts of farming operations will be subject to the compensation claims process.

E12 – Wallaces

E12 - Wallaces				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Business impact	The crossing does not have a high usage the majority of the year, however, the crossing is used as part of the pheasant drive during the estates shoot. The loss of this crossing would seriously affect the viability/commercial aspect of the estates shoot (8-10 days shoot a year).	This has been taken into consideration and presented on the final proposal. Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support in principal for red route	No action taken.
2	Landowners	Business impact Landowner consultation	In reality they would use the diversion north to Chestnut Avenue. There is a danger of access onto the road and tunnel under line. The red diamond route is impractical and it would be a 20 minutes walk. This is in the middle of the shoot affecting 4 or 5 of the better drives: 3 of which would be shot on any one day, probably 25 days per year. Keepers and management use the level crossing all year. There is a major deer problem in the woods and the level crossing is used when stalking.	This has been taken into consideration and presented on the final proposal. Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.

E12 - Wallaces				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>The closure of this level crossing will result in a significant loss of amenity. The level crossing was installed when the railway was built as a necessary accommodation work linking land either side of the railway. This requirement has, if anything, increased in the intervening years, not decreased.</p>	<p>Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.</p>

E13 – Littlebury Gate House

E13 – Littlebury Gate House				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Comment / objections	Existing issues of flytipping and anti social behaviour on BOAT – should be downgraded. Opposed to new footpath link	Final scheme downgrades the southern end of the BOAT to a public footpath.
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support for red route	No action taken.
1	Strategic stakeholder (Littlebury Parish Council)	Objections	Littlebury Parish Council are totally against the proposals to close the railway crossing at Littlebury for the following reasons:Regrettably the crossing linking Peggy's Walk with the public footpath to Strethall Road (known by Network Rail as Littlebury Gate House crossing) is included in their list)1. Access to church for Strethall Road/Merton Place residents. 2. Access to bus services in Strethall Road for Peggy's Walk and Littlebury Green Road residents.3. Access to a very pleasant public footpath for walkers.Please can you reconsider your proposals	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. New PROW routes are proposed to help maintain connectivity and alternative railway crossing points exist in close proximity to the north and south.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions Safety concerns	RSA undertaken and concluded that a route within the field boundary needs further consideration to the east of the railway. ECC support in principle subject to resolving safety issues along Littlebury Green Road	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.

E13 – Littlebury Gate House				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				This has been taken into consideration and the final proposal provides an infield route south of Littlebury Green Road to the east of the railway.
2	Landowners	Landowner consultation	Any paths on the land beside the road would be an improvement to PROW network at the landowner's expense. They would probably reluctantly accept a new north/south section, provided there was no chance of vehicular access. The landowner would appreciate if the BOAT could be downgraded to a footpath. The BOAT is a dead end. Also queries whether the new footpath could fit within NR land? It is also important to fence out the public as they regularly go through the NR tunnel.	<p>. The southern part of existing byway (EX-31-3) would be downgraded to a footpath with a gate provided to prevent onward vehicular access.</p> <p>Use of NR land was considered and discounted due to reports of public misuse on approach to the tunnel and the relatively steep embankment down to the railway.</p> <p>Security fencing to be provided at the western boundary of NR land to deter trespass.</p>
2	Member of the public	Retain the level crossing / level crossing is safe	Little justification to close the level crossing as it is safe with good visibility.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Landowner	Enhancement	The by-way is already attractive to fly-tipping and litter and misuse of drugs, and if the crossing is to close, we would suggest consideration be given to stopping the route up altogether and pedestrians re-routed via Strethall Road into Littlebury village centre.	<p>The southern part of existing byway (EX-31-3) would be downgraded to a footpath with a gate provided to prevent onward vehicular access.</p> <p>.</p>

E13 – Littlebury Gate House				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Landowner	Business impact	The point where the proposed route, shown red on your plan, reaches the Littlebury Green Road is opposite the northern extension of Henry Seymour Plantation. Regardless of the lack of existence of rights of way, this will encourage trespass and the existing entrance will need to be substantially secured. Trespass could result in significant financial loss to the landowner.	Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. Fencing has been proposed to deter trespass.
2	Landowner	Landowner consultation	The proposed path, where routes through our land will affect our cross compliance obligations under the Basic Payment Scheme and prevent normal agricultural operations, effectively taking a two metre width out of production and will require substantial fencing to prevent otherwise inevitable trespass. If you insist on this route then it could be established within the Network Rail boundary.	Use of NR land was considered and discounted due to reports of public misuse on approach to the tunnel and the relatively steep embankment down to the railway. Security fencing to be provided at the western boundary of NR land to deter trespass.
2	Landowner	Landowner consultation	The orange route heading west from the Peggy's Walk junction with Littlebury Green Road is existing and the provision of a new footpath in the adjoining field is not justified. Your scheme is to reduce level crossings and is not a footpath network improvement scheme.	Agreed. This route is on adopted highway.
2	Members of the public	Loss of public right of way / Severance	A closure of the level crossing without the assurance of the 2m wide footpath to Littlebury Green Road would effectively cut the village of	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide

E13 – Littlebury Gate House				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	<p>Local access, user, or interest group (Member of Essex Rambler Executive Committee)</p> <p>Local access, user, or interest group (Chairman of Local Footpaths Group)</p> <p>Landowner</p>	of popular route or amenity	Littlebury in half and be detrimental to access between parts of the community.	<p>diversions routes that are acceptable in terms of length, amenity and connectivity.</p> <p>The new footpath forms part of the final proposals.</p>
2	<p>Local access, user, or interest group (Member of Essex Rambler Executive Committee)</p> <p>Local access, user, or interest group (Chairman of Local Footpaths Group)</p>	Safety concerns	<p>Consideration needs to be given to the lack of footpath down Littlebury Green Road to the B1385 (High Street) from the footpath exit.</p> <p>Children from Peggy's Walk use the level crossing to access the school bus at Merton Place as a safer alternative to the busy High Street or the bend/bridge on Strethall Road.</p>	<p>The diversion route proposed provides a link between either side of the level crossing. Proposed works to the east of Peggy's Walk would be beyond the scope of this project. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.</p>

E13 – Littlebury Gate House				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Diversion route too long / unpleasant	Route involves a lot of road walking and there is no footway. Also the verge can get muddy.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public	Consider development proposals	Apparently, there is an application by a house to use the byway to serve 2 new dwellings. (UTT/16/2402/OP)	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Local access, user, or interest group (Chairman of Local Footpaths Group)	Support subject to conditions	If you can provide a footpath both beside the railway and on the southern side of the road between the tunnel and Peggy's Walk, then the route is acceptable.	The final scheme proposals incorporate this suggestion.

E15 – Parsonage Lane / Margarettong

E15 – Parsonage Lane / Margarettong				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Alternative route / status	<p>The level crossing is the only form of vehicle access for the landowners to enable them to cross the railway.</p> <p>The current proposal to use the existing underpass for an alternative access for the landowners would not be suitable. The landowners have several large items of machinery as well as a caravan which will not pass under the existing underpass. The property is also run on gas and oil, which is delivered via a fuel lorry, which again, would not fit under the underpass.</p> <p>For the landowners to be able to use the existing underpass, widening of the underpass would be required and additional head room provided.</p> <p>If the crossing was downgraded, with a lockable gate, strictly for the vehicle users of the crossing - would help alleviate the use of the crossing, maintaining that pedestrians continue to use the underpass.</p>	<p>Round 2 consultation plans have been amended to show that public users will be diverted via the underpass.</p> <p>Consideration of underpass improvements is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.</p> <p>Private rights required over the level crossing to be presented at Stage 2.</p> <p>NR confirmed authorised private users would be acceptable at this location.</p> <p>Consultation with emergency services has been undertaken and no concern has been raised to date.</p>
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support diversion of FP PROW to underpass	No action taken.

E15 – Parsonage Lane / Margaretting				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC noted concerns about the diversion length for vehicles not registered to use the crossing. ECC noted there may be some drainage issues	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. No significant drainage issues were determined.
2	Strategic stakeholder (Margaretting Parish Council)	Loss of public right of way / Severance of popular route or amenity	If closed it will close off the only suitable access for the residents living on the other side of the underpass.	Private user rights over the crossing are to be provided to appropriate users.
2	Landowner	Business impact Landowner consultation	Landowner requires access over the level crossing twice daily for food deliveries. He over-winters his cattle on the land. All larger machinery also comes over the level crossing. Bridge 142 has a measured height of only 2.3m and width of 3.1m. Much of this land is proposed to be in an Environment Agency flood alleviation scheme and would be flooded. Landowner says it would be difficult to get waggons to run safely along St. Peters Way. The closure would greatly increase vehicular movements to feed stock.	Private user rights over the crossing are to be provided to appropriate users.

E15 – Parsonage Lane / Margaretting				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Accessibility of proposal	It would be very inconvenient to come out in all weathers at all times to unlock gates for the above vehicles it would also mean we would have to wait in for any deliveries etc. making us prisoners in our own home.	Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.
2	Local access, user, or interest groups (Member of the open Spaces Society and the Ramblers) (Member of Friends Group Ramblers) (Member of the Ramblers Essex Area Executive)	Safety concerns	The road onto which walkers, equestrians, and cyclists would be diverted is very wet in winter, narrow - especially under the railway bridge, and includes a dangerous bend which would not improve safety for users.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Member of the public	Support subject to conditions	I support this only if there is a new right footway created along the existing track to use the underpass; the level crossing should not be closed until this is in place.	The level crossing would not be closed until after the diversion works associated with the closure are complete. Footpath 32 is an existing right of way beneath the railway.
3	Strategic stakeholder (Chelmsford City Council)	Enhancement Landowner consultation	To avoid a long diversion and make sure farm vehicles can cross the railway line, it is necessary that the occupiers of Parsonage Farm become registered users of the level crossing.	All private user worked crossing rights would be agreed between Network Rail and the affected landowner during detailed design.

E15 – Parsonage Lane / Margaretting				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
3	Local access, user, or interest group (Malcolm Lees Open Spaces Society Local Correspondent)	Support subject to conditions	Object to this closure unless a footway is provided along the road that passes under the railway. This is the underpass that Network Rail suggests should be used as an alternative route.	Footpath 32 is an existing right of way beneath the railway.
3	Member of the public	Enhancement	If the plan goes ahead, should consider installing signage in the lane saying "level crossing closed" and directing drivers to go under the railway bridge.	Signage details would be provided to ensure the public are aware that the level crossing is closed and no public route is available.
4	Tenant	Safety Concerns Retain Level Crossing	Uses existing crossing to access their home and has concern that proposed diversion will not be equivalent. Concern that emergency services may not be able to reach the property via the proposed diversion.	Existing private vehicular rights are to be retained at the level crossing. The Emergency Services have been consulted with no objections raised to date. The alternative route will cater for smaller emergency vehicles and the Fire Brigade would utilise the level crossing with the use of a key or bolt cutters.
4	Landowner	Business Impact	Uses the crossing to move cattle and has concerns that the proposed diversion would not allow for this. Concern that the proposed diversion will not provide equivalent vehicular access.	Existing private vehicular rights are to be retained at the level crossing.

E16 – Maldon Road

E16 - Maldon Road				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Support	Landowner support extinguishment of PROW across hi land with no diversions	Noted
1	Local access, user, or interest group (Member of the Ramblers)	Alternative route / status	Ramblers wanted link along railway on south side to FP21.	Footpath 21 is currently a dead-end footpath which is severed by the A12. A circular route was considered and discounted on the grounds that the route would have less amenity value as it would be alongside the railway. This would also require pedestrians to cross Maldon Road twice to cross beneath the railway.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principal for red route depending on results of RSA	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principle for the closure with suggested off road walking PROW as they consider Maldon Rd to have RSA issues	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. This was taken into account on the final proposal where a PRoW is provided in the field margin.
2	Strategic stakeholder (Margaretting Parish Council)	Support aspect(s) of proposal	Support for the closure as the train whistles are a constant irritation to the local residents.	No design action taken.

E16 - Maldon Road				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Councillor)	Support aspect(s) of proposal	Support for the closure as the train whistles are a constant irritation to the local residents.	No design action taken.
2	Members of the public Local access, user, or interest group (Member of the Open Spaces Society and the Ramblers)	Diversion route too long / unpleasant Loss of public right of way / Severance of popular route or amenity	The alternative route via Parsonage Lane is now also to be extinguished (E15) which reduces the availability of footpath level crossings in the area and makes a circular walk using footpaths almost impossible. The only level crossing available north of this one involves a long detour eastwards along Maldon Road, over Whites Bridge, along Margaretting Road to a track leading to Killegreys which leaves Margaretting Road just north of the bridge over the A12. This closure makes it appear Network Rail are not interested in encouraging public recreation in this area.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts across the project have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Safety concerns	The plan makes it clear that pedestrians will be walking on the carriageway of Maldon Road from the footpath 21 / bridleway 22 until the existing pavement is reached by the cottages on the south side of the underbridge. Maldon Road is a busy, narrow (no white line) class III road and this section is derestricted, with a bend and has no pavement and no walkable verge. Arguably it is safer to traverse a short length (tens of metres) of railway crossing with warning whistleboards compared with walking a	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. This was taken into account on the final proposal where a PRoW is provided in the field margin.

E16 - Maldon Road				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			much further distance (about 400 metres) along the side of a busy narrow road with no such obvious and advance warning as to when vehicles are approaching from either direction.	
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Diversion route too long / unpleasant Consider development proposals Alternative route / status	Until an off-road reasonably level and trip free route is provided on this section, the diversion is judged to be less safe, less convenient and less enjoyable due to traffic noise and pollution compared with walking on a natural path. Extinguishing the crossing and the public right of way is also contra to ROWIP – the Rights of Way Improvement plan. An off-road bridleway route east along Maldon Road to link up with bridleway 11 by White's bridge over the river Wid would be useful.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. This was taken into account on the final proposal where a PRow is provided in the field margin.
3	Strategic stakeholder (Chelmsford City Council)	Support subject to conditions Enhancement	Support for a new footpath running to the south of Maldon Road between the field and the road, making this stretch of this relatively busy road safer for pedestrians and partly connecting the bridleway to the east (22MAR) with the footpath to the west (23MAR). The choice of material has to be permeable and sensitive to the rural environment, similar to what is proposed	This was taken into account on the final proposal where a PRow is provided in the field margin. The surfacing requirements would be agreed with the local authority during detailed design.

E16 - Maldon Road				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			for the footpath along Margaretting on the Common in Galleywood	
3	Landowner	Landowner consultation	May be willing to accept a footpath on their land south of Maldon Road but they were not willing to accept a bridleway as the existing bridleway stops at the road and only a footpath is being diverted. A bridleway is also far wider. Landowner insists on the path being fenced against their field to reduce trespass and would want NR (or ECC) to be responsible for maintaining the fence. If the path were to be surfaced then it would be a 'Permanently Ineligible Feature' in respect of their BPS payments and they would require compensation for loss of these payments as well as compensation for loss of land. Landowner's other comment was that the 30 mph speed limit should be extended to past the group of dwellings.	A bridleway has been proposed which extends the existing bridleway EX-226-22 towards Footpath EX-226-23. Issues relating to the speed limit would need to be raised by the landowner with the local authority.
3	Local access, user, or interest group (Malcolm Lees Open Spaces Society Local Correspondent)	Loss of public right of way / Severance of popular route or amenity	When this part of the network was severed by the A12, a better alternative should have been provided then.	No design action taken. It is believed the final proposal offers a better alternative to the existing dead-end footpath.

E17 – Boreham

E17 – Boreham				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Alternative route / status	<p>The proposed route is deemed not feasible by the developer due to the topography and gradient with a stream at the bottom. They consider that significant infrastructure incorporating a new pathway and bridge, a new right of way would be required.</p> <p>An alternative solution has been suggested utilising the access route leading to the crossing and joining the land in the adjoining field in connection with Boreham level crossing. The landowner would favour this route, utilising the field boundaries and the proposed new right of way subject to the completion of the light commercial development in 2020.</p>	<p>The use of field margins to provide a link between E17 and the approach track to E18 was incorporated into the Round 1 consultation plan and final proposals. A culvert is proposed to cross the watercourse.</p> <p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p>
2	<p>Member of the public</p> <p>Strategic stakeholder (Boreham Parish Council)</p>	Provision of bridge / underpass	A footbridge could be put over the railway & could also go over the sliproad from Chelmsford. The Parish council believes that the level crossing should not be closed and should be considered as part of the railway station plans.	<p>Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.</p> <p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p>

E17 – Boreham				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	It is essential that connectivity between the northern and southern parts of the parish of Boreham should be maintained and extended the current proposal does not do that.	<p>Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.</p> <p>A diversion route at this level crossing over the railway was not provided due to the existing severance caused by the A12.</p>
2	<p>Member of the public</p> <p>Local access, user, or interest group (Essex Area Ramblers)</p>	Consider development proposals	<p>There should be NO change to the legal status of the E17 and E18 crossings and the associated public bridleways and footpaths pending the detailed planning around the new Beaulieu station, the new station carpark, the new business park & associated road changes (by 2021-2023). The A12 is also scheduled for improvement starting in the 2015-2020 Highways England programme.</p> <p>There is a real opportunity to provide a multi-user off-road link across the railway line and the A12 from the new Beaulieu station and business park to Boreham. This would also provide an off-road route south from the new housing to the countryside and pubs / restaurants in Boreham.</p> <p>The proposed bridleway loop north of the railway line is not an alternative as it is wholly on one side of the railway line and does not maintain a north-south connection across the railway line and the A12. The only currently available north-south routes are significantly longer along busy vehicular roads. The proposed route is potentially noisy near the railway line at its western end and is in</p>	<p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p> <p>Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.</p> <p>A diversion route at this level crossing over the railway was not provided due to the existing severance caused by the A12. Existing PROW routes to the south are maintained so as not to prejudice future bridge aspirations.</p> <p>There are ongoing discussions with the Environment Agency relating to flood risk across the scheme. This level crossing and the</p>

E17 – Boreham				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			the flood plain of the Boreham Brook at the southern and eastern end.	associated proposal are within an area classified as Flood Zone 1 which has the lowest risk of potential flooding.
3	Strategic stakeholder (Chelmsford City Council)	Consider development proposals	Concern that footpath closure and revised alignment would compromise wider planning objectives for this area. The parcel lies within a local plan allocation and outline planning permission for business park. The revised alignment of the footpath would add a constraint to the development and would be resisted by Chelmsford City Council.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
3	Local access, user, or interest group (Malcolm Lees Open Spaces Society Local Correspondent)	Consider development proposals	Oppose this closure unless there is a bridge or bridges or underpass(es) to cross both the railway and the A12 so that users could access the BR north of the railway from the Paynes Lane fingerpost off the B1137 Main Road (BR 45).	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. Existing PROW routes to the south are maintained so as not to prejudice future bridge aspirations.

E18 – Noakes

E18 - Noakes				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public Strategic stakeholder (Boreham Parish Council)	Provision of bridge / underpass	This would be a good point for a bridge across the A12 & railway for pedestrians, linking Boreham with the railway station proposal.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. Existing PROW routes to the south are maintained so as not to prejudice future bridge aspirations.
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	It is essential that connectivity between the northern and southern parts of the parish of Boreham should be maintained and extended the current proposal does not do that.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. A diversion route at this level crossing over the railway was not provided due to the existing severance caused by the A12. Existing PROW routes to the south are maintained so as not to prejudice future bridge aspirations.
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Consider development proposals	There should be NO change to the legal status of the E17 and E18 crossings and the associated public bridleways and footpaths pending the detailed planning around the new Beaulieu station, the new station carpark, the new business park & associated road changes (by 2021-2023). The A12 is also scheduled for improvement starting in the 2105-2020 Highways England	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.

E18 - Noakes				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			programme. There is a real opportunity to provide a multi-user off-road link across the railway line and the A12 from the new Beaulieu station and business park to Boreham. This would also provide an off-road route south from the new housing to the countryside and pubs / restaurants in Boreham. The proposed bridleway loop north of the railway line is not an alternative as it is wholly on one side of the railway line and does not maintain a north-south connection across the railway line and the A12. The only currently available north-south routes are significantly longer along busy vehicular roads. The proposed route is potentially noisy near the railway line at its western end and is in the flood plain of the Boreham Brook at the southern and eastern end.	<p>Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.</p> <p>A diversion route at this level crossing over the railway was not provided due to the existing severance caused by the A12. Existing PROW routes to the south are maintained so as not to prejudice future bridge aspirations.</p> <p>There are ongoing discussions with the Environment Agency relating to flood risk across the scheme. This level crossing and the associated proposal are within an area classified as Flood Zone 1 which has the lowest risk of potential flooding.</p>
2	Local access, user, or interest group (Malcolm Lees Open Spaces Society Local Correspondent)	Enhancement	Suggest that it is linked with BR23, by means of a diversion NWwards of the BR along the southern edge of the A12, and that both the FP and the BR are taken over or under the A12 and railway when the development at Boreham Airfield is constructed, after the Hansom Quarry is closed.	<p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p> <p>Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.</p>

E18 - Noakes				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
3	Strategic stakeholder (Chelmsford City Council)	Consider development proposals	Concern that footpath closure and revised alignment would compromise wider planning objectives for this area. The parcel lies within a local plan allocation and outline planning permission for business park. The revised alignment of the footpath would add a constraint to the development and would be resisted by Chelmsford City Council.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.

E19 – Potters

E19 - Potters				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Provide a bridge with ramped approaches.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Landowner	Alternative route / status	Landowner welcomes the closure of the level crossings. However, does not agree with the current proposed diversion routes on his land. Landowner has proposed an alternative route for Potters, still utilising his land, however, decreasing the overall length of the footpath.	The feedback at Potters level crossing was taken into consideration and reflected on the Round 2 proposal.
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support for red route	No design action taken. The blue route was taken forward to Round 2 consultation based on landowner discussions and improvement amenity value compared to the red route.
2	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC support for Stage 2 route	No design action taken.
2	Strategic stakeholder (Rivenhall Parish Council)	Support subject to conditions	No objection to the proposed public footpath route changes relative to the close of this level crossing. Alternative suggestion is to retain the blue route, footpath 43, shown on your latest map, together with the construction of a new footpath alongside the northern boundary of the railway line to connect with the underbridge as shown on oak road then to connect with the existing	Consideration was given to providing both options and this was discounted on the grounds that a suitable route can be provided to the north which has better amenity value. The remaining section of Footpath 43 would be extinguished to prevent a dead-end which is not

E19 - Potters				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			footpath 47 on the southern boundary of the railway line.	supported generally by users or the local authority.
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	These public footpaths have been here for a very long time. Some of them for 100 years or more. Potters Crossing has no railings blocking the view, so for those who like to take photos of trains, it is an ideal spot. But to do that you need access to both sides of the line.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. Access to the south of Potters level crossing is maintained.
2	Member of the public	Enhancement	A new footpath needs to be established from the railway bridge (Oak Road) north toward, to join footpath at E19.	Consideration was given to providing both options and this was discounted on the grounds that a suitable route can be provided to the north which has better amenity value.
2	Members of the public	Accessibility of proposal	The proposed alternative route is overgrown and is close to a stream. The stream floods regularly and the route shown on your map is waterlogged for 50% of the year even if it were accessible. The existing crossing is not dangerous we can observe trains up to 2 miles distance away in both directions and also know that trains will only be coming at high speed if the signals are at green as the trains have to go through the level crossing at Kelvedon and this slows the trains down anyway. So the argument that trains could go faster is a spurious one. The current footpath under the railway designated as part of the alternative route is one way but not controlled	The proposed footpath route has been assessed as suitable and work would be undertaken in collaboration with ECC to clear vegetation and ensure the footpath can be used throughout the year, as far as practicable. Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation

E19 - Potters				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			by traffic lights it is a very dangerous place to walk far more dangerous than crossing the railway line.	measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Local access, user, or interest group (Ramblers Friends Group) (Ramblers Essex Area Executive)	Retain the level crossing / level crossing is safe	The existing crossing is not dangerous; you can observe trains up to 2 miles distance away in both directions and also know that trains will only be coming at high speed if the signals are at green as the trains have to go through the level crossing at Kelvedon and this slows the trains down anyway.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (Essex Bridleways Association)	Alternative route / status	Consider upgrading the proposed new footpath diversion to a bridleway. We lack a good bridleway network in this area, and riders have to do a lot of roadwork in order to ride their horses on Sniviller's Lane bridleway. New proposed circular bridleway linked via EX/105/44 and EX/105/43 to the proposed new right of way as a result of the E19 Potters level crossing closure. This would enable horseriders to reach the Sniviller's Lane bridleway from Oak Road, Rivenhall by the railway bridge, thus cutting out miles of roadwork. Perhaps you could look at this again with a view to making the proposed new footpath into a bridleway.	Potters level crossing is a footpath level crossing and therefore a bridleway option was not developed. The proposed footpath also ties into the existing footpath network. A proposed bridleway is proposed for E20 Snivillers level crossing.
2	Member of the public Local access, user,	Consider development proposals	300 houses being built in Rivenhall and consequently the roads will become busier with traffic, and possibly more people will want to ride in the area.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final

E19 - Potters				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	or interest group (Essex Bridleways Association)			proposal does not prejudice the proposed development or vice versa.
2	Local access, user, or interest group (Ramblers Friends Group) (Ramblers Essex Area Executive)	Consider development proposals	The road widening scheme details for the A12 should be known in early 2017. Network Rail proposals and the A12 road widening scheme all affect part of the same footpath network. Both reviews should be taken in tandem.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.

E20 – Snivillers

E20 – Snivillers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Alternative route / status	Landowner welcomes the closure of the level crossings. However, does not agree with the current proposed diversion routes on his land. Landowner has suggested an alternative route [for E20] utilising the public highway adjoining Crabbs farm and linking back to London Road, which has recently had a new wide footway and cycle route installed, reducing the risk of compensation payable, who is strongly opposed to the current proposals.	Further consideration and investigation was required for the route to the south of the railway near Crabbs farm. This was included in the final proposal.
1	Round 1 Consultation Questionnaire	Alternative route / status	Agree with the use of Hamilton's Bridge but would much prefer footpath along SE side of the railway rather than along the A12.	This was considered and discounted on the grounds that a residential dwelling would prevent a direct route adjacent to the railway and an existing safe route is provided on the A12 off-slip.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC noted current blue and red route did not afford acceptable routes for equestrians. ECC could support a circular route for BW use north of the railway and indicated they would support the blue route if the status was upgraded to BW and amended to tie into BW34 just north of the level crossing. ECC support blue route upgraded to as specified.	Following landowner consultation, the circular bridleway was amended to connect to Bridleway 34 which removed the dead end on the existing bridleway.
2	Strategic stakeholder	Support aspect(s) of proposal	ECC support for Stage 2 route	The Round 2 proposals was amended for the final proposal following further landowner engagement. The circular bridleway route has

E20 – Snivillers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Essex County Council)			been maintained to the north of the railway and the dead-end removed by providing a bridleway between Snivillers level crossing and Cranes Lane.
2	Local access, user, or interest group (Essex Bridleways Association)	Alternative route / status	Consider upgrading the proposed new footpath diversion to a bridleway. We lack a good bridleway network in this area, and riders have to do a lot of roadwork in order to ride their horses on Sniviller's Lane bridleway. New proposed circular bridleway linked via EX/105/44 and EX/105/43 to the proposed new right of way as a result of the E19 Potters level crossing closure. This would enable horseriders to reach the Sniviller's Lane bridleway from Oak Road, Rivenhall by the railway bridge, thus cutting out miles of roadwork. Perhaps you could look at this again with a view to making the proposed new footpath into a bridleway.	The proposed PRow for E20 have remained bridleway throughout the consultation. E19 Potters is a footpath level crossing and upgrade to Footpaths EX/105/44 and EX/105/43 would not be within the scope for closing Potters level crossing.
2	Local access, user, or interest group (Essex Bridleways Association)	Consider development proposals	300 houses being built in Rivenhall and consequently the roads will become busier with traffic, and possibly more people will want to ride in the area.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Local access, user, or interest group (Ramblers Friends Group)	Consider development proposals	The road widening scheme details for the A12 should be known in early 2017. Network Rail proposals and the A12 road widening scheme all affect part of the same footpath net work. Both reviews should be taken in tandem.	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been

E20 – Snivillers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Ramblers Essex Area Executive)			consulted. The final proposal does not prejudice the proposed development or vice versa.
2	Landowners	Landowner consultation	Landowner opposed to existing footpaths being upgraded to bridleways to create a circular ride where none exists at present. Landowner is totally opposed to a new 3m wide bridleway across a field. The existing Snivillers Lane bridleway is never used as it only goes to the LX which is not safe for a horse. Pedestrians going to the LX (very few) use their field margin and they would not want to see this activity intensified.	The Round 2 proposals was amended for the final proposal following further landowner engagement. The circular bridleway route has been maintained to the north of the railway and the dead-end removed by providing a bridleway between Snivillers level crossing and Cranes Lane.
2	Member of the public	Provision of bridge / underpass	The preferred option is a footbridge.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
2	Local access, user, or interest group (Ramblers Friends Group Member) (Essex Area Ramblers Executive)	Retain the level crossing / level crossing is safe	There have been no accidents or near misses on this stretch.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (Ramblers Friends Group)	Safety concerns	Changing EX/92/17 from a footpath to a bridleway may cause problems if an all weather surface is not put in place which may cause walkers to trip on	The detail of the surfacing would be agreed with ECC's PRoW Officer to minimise these issues.

E20 – Snivillers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Member) (Essex Area Ramblers Executive)		uneven surfaces or face mud and slippery conditions.	
2	Member of the public	Diversion route too long / unpleasant	There is a very long diversion resulting from this closure	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public Strategic stakeholder (Feering Parish Council) Local access, user, or interest group (Essex Area Ramblers)	Consider development proposals	Closing E20 removes the north-south connection and by leaving a dead-end on the south side of the railway line, it degrades the connectivity of the public right of way network. The A12 is in Highways England 2015-2020 programme for widening to 3 lanes & improvement to expressway standards. There is an aspiration that there will be a foot-/cycleway bridge over the A12 so that safe PRow connections can be re-established and the bus stops can be re-instated such that Snivillers Lane would again become fully usable as a connecting bridleway usable on foot, on horseback and by bike.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. Consideration has been given to potential new third party developments which are at an appropriate planning stage. The final proposal does not prejudice the proposed development or vice versa. The proposals would not prejudice any future footbridge over the railway
3	Landowner	Landowner consultation	Landowner would accept a new bridleway from E20 LX to Crane's Lane along the edge of their field beside NR land. Landowner was pleased to learn that the proposal no longer includes the upgrade of footpath 17 to a bridleway but they do not want a new cross-field footpath joining footpath 17 to E20. The proposed new bridleway will	The cross field path has been removed from the proposals.

E20 – Snivillers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			already provide a circular route and prevent Snivillers Lane from becoming a dead end.	

E21 – Hill House 1 / E22 – Great Domsey

E21 – Hill House 1 / E22 – Great Domsey				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Support	Landowner supports closure of the level crossing and extinguishment of PROW.	Noted (design later changed to retain existing PROW and create new PROW)
1	Round 1 Consultation Questionnaire	Consider development proposals	Integrate the proposal for E22 with the new A12 by using Domsey Chase as the A12 may well ensure some sort of link is maintained.	Round 2 proposals include this link as a footpath, along norther railway boundary, from E22 Great Domsey crossing to Domsey Chase.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	Relating to E21 ECC noted current red route did not afford acceptable routes for equestrians. ECC could support a circular route for BW use north of the railway and indicated they would support the red route if FP7 was upgraded to BW and byway 5 was downgraded to BW. In additional ECC amendments would require link from FP7 to BOAT5 just north of the level crossing. ECC support red route if amended as above	The proposals maintain the existing route for equestrians via BOAT EX/78/5 and Hill House 2 level crossing. The final proposals incorporate the suggested footpath link north of the railway.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	Relating to E22 ECC did not support sending users to Hill House 2 LX and suggested creating FP link to Domsey Chase bridge on the north side of the railway. ECC support route if amended as above	Final proposals incorporate footpath link to north of the railway to Domsey Chase bridge as suggested.

E21 – Hill House 1 / E22 – Great Domsey				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	Relating to E21 ECC noted that the BOAT 78/5 would provide a suitable route for equestrians and noted that a proposed FP would be created along the railway. ECC support stage 2 route	Noted
2	Landowner	Landowner consultation	Relating to E22 Objection to the proposed 2m red line footpath which would be on their land. Landowner says it is rarely used and if it were built, at the end of the footpath, NR would need to supply a pedestrian crossing over the ditch, which would then lead to a private lane with a narrow bridge, so there is no point in this proposal.	The footpath alignment has been amended to make use of an existing farm access over the ditch.
2	Landowner	Enhancement	Relating to E21 Comments that the level crossing should be closed, but that the diversion routes are pointless as there is a bridleway / footpath in such close proximity (EX/78/5).	It is considered that the diversion along the railway would mitigate road walking and is supported by ECC
2	Member of the public	Support subject to conditions	Only support the proposal at E21 if the new right of way is created.	The new footpath is included in the design freeze
2	Member of the public Local access, user, or interest group (Member of the Ramblers)	Retain the level crossing / level crossing is safe	Network Rail's own level crossing data states that there have been no accidents, no near misses and no misuse of at E21 between 2011-2015.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other

E21 – Hill House 1 / E22 – Great Domsey				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Association (Essex Area Group))			benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Strategic stakeholder (Feering Parish Council)	Support aspect(s) of proposal	For E21, the red route option from round 1 is supported – i.e. the closure of the complete length of Feering footpath 7, north and south of the railway line and the use of Byway 5 instead. Byway 5 has now been cleared to a footpath (not a byway) standard by the highways authority and as such is now passable.	After further consideration of landowner and ECC views this was not taken forward in order to retain the existing PROW network in the area as much as possible.
2	Member of the public	Loss of public right of way / Severance of popular route or amenity Safety concerns	Proposals for E22 involves walking along London Road, so there is a loss of amenity. Also the use of a highway raises safety concerns.	A new footpath of the same character has been created on the north side of the railway to mitigate the loss of amenity on the south side. There is a suitable footway along the A12 for use. Use of this footway is already required for users of EX/78/3 to continue ongoing journeys.
2	Strategic stakeholder (Feering Parish Council) Local access, user, or interest group (Member of the Ramblers Association (Essex Area Group))	Support aspect(s) of proposal	Network Rail's second round proposal for E22 is supported. This retains Feering footpath 3 north of the railway line and the new footpath connection to the existing Domsey Bridge provides a safe crossing of the railway line. The existing Domsey Chase then provides the onward southern connection. The landowner loses the southern crossfield section of footpath 3 but gains the connecting field edge footpath along the railway line	Noted

E21 – Hill House 1 / E22 – Great Domsey				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			This Network Rail second round proposal is supported as it retains Footpath 3 as a PRow link in an area which is on western edge of the proposed West Tey garden community and so maintains future access to the countryside.	
3	Landowner	Landowner consultation	Landowner was previously in favour of the scheme at E21 within the first round of consultation, however due to the change in design, they are strongly against the proposal on their land and will object if further footpaths are located on their property.	Noted – the final proposal has been developed as a result of public and stakeholder consultation. Residual and genuine impacts on businesses will result in potential compensation claims
4	Landowner	Safety Concerns	Concern over public access to land by diversion to existing right of way next to property.	The proposed new PRow is over a field which already has a PRow route within it. The property referred to already has a PRow running adjacent to it.
4	Landowner	Safety Concerns	Concern over public access to land by diversion to existing right of way next to property.	A new PRow is proposed along a field margin and existing private access road. Usage is low and therefore any amenity impacts considered negligible.
4	Landowner	Safety Concerns / Alternative Route	Landowner farms either side of the crossing and over this period has not seen the footpath in use as it leads to the edge of the A12 busy dual carriage way and is not safe to cross. Concerns that alternative route leads pedestrians to a deep ditch and then onto the	The A12 has a wide shared footway / cycleway separated from the road by a grass verge on its northern side. Any users of the existing PRow therefore have a safe onward route northeast or southwest. There are onward PRow links within 1km to either side

E21 – Hill House 1 / E22 – Great Domsey				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			narrow Domsey Chase to meet the A12 which is also unsafe. No alternative provided.	<p>which are accessible without crossing the A12. The new PROW diversion route therefore retains the current linkages.</p> <p>The diversion route leads users to an existing culverted access point over the ditch. Domsey Chase is narrow, but is a lightly used private track with verges along its length for pedestrians to step off the road should vehicles approach.</p>

E23 – Long Green

There are no key comments to report as the crossing is already closed.

E25 – Church 2

E25 – Church 2				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	Maintain access to sensitive woodland and ancient swimming pool walkers like to access. Provision of footway along Turkey Cock Lane without impinging on the former.	We assume this relates to the areas of woodland of EX/132/23 and EX/128/1 which are unaffected by the proposals. The new link south of the railway boundary maintains access utilising an existing underpass.
1	Strategic stakeholder (Essex County Council)		ECC do not support proposal due long length of road walking ECC would support provision of additional PROW route south of railway.	New footpath link to the south of the railway incorporated into the proposals as suggested.
2	Member of the public Local access, user, or interest group (Ramblers Footpath Secretary for Colchester District)	Safety concerns Enhancement	I am concerned about safety along the road and urge NR to check with Highways to create a safe footway along this 350 metre stretch.	This has been discussed with ECC and it has been noted that the users of EX/149/29 are currently directed onto Turkey Cock lane via the route alongside the A12 which will be formalised in the level crossing works. The Audit Team did not identify any road safety related issues associated with the scheme. It is considered that verges and road widths are suitable for use on the pedestrian diversion route.
2	Member of the public	Loss of public right of way / Severance of popular route or amenity Safety concerns	Proposals involve a loss of amenity. Also the use of a highway raises safety concerns.	The crossing over the A12 is currently unavailable and the proposed diversion maintains current amenity use. This has been discussed with ECC and it has been noted that the users of EX/149/29 are currently directed onto Turkey Cock

E25 – Church 2				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				<p>lane via the route alongside the A12 which will be formalised in the level crossing works. The Audit Team did not identify any road safety related issues associated with the scheme.</p> <p>It is considered that verges and road widths are suitable for use on the pedestrian diversion route.</p>
2	<p>Members of the public</p> <p>Local access, user, or interest group (Member of the Ramblers)</p> <p>Local access, user, or interest group (Member of the Ramblers Association (Essex Area Group))</p>	<p>Safety concerns</p> <p>Enhancement</p> <p>Environmental impact</p> <p>Accessibility of proposal</p>	<p>The diversion sends you down Turkey Cock Lane, which is a very busy country road.</p> <p>The road would need the verges to be put in place on the west side so that walkers would have safe passage down the lane round the bends.</p> <p>The environment around track alongside the A12 needs to be kept litter free. From the number of plastic sacks the lay by on the A12 is obviously used as a convenient tipping point.</p> <p>The bridge on footpath going towards London Road is very narrow and not suitable for the young & less able</p>	<p>The Audit Team did not identify any road safety related issues associated with the scheme.</p> <p>It is considered that verges and road widths are suitable for use on the pedestrian diversion route.</p> <p>By formally making this route part of the PROW network there will be an obligation to maintain it including litter removal.</p> <p>The existing footbridge is not part of the proposed works.</p>
2	<p>Members of the public</p> <p>Local access, user, or interest group (Member of the</p>	<p>Loss of public right of way / Severance of popular route or amenity</p>	<p>If proper provision had been made for crossing the A12 and the railway, this public footpath would serve as a good off-road connection from the houses in Stanway to the countryside north of the A12 and the</p>	<p>The current proposals cannot rectify historic issues in relation to the widening of the A12. The provision of a new PROW to the south</p>

E25 – Church 2				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Ramblers Association (Essex Area Group)	Enhancement	railway line. So this closure proposal would make permanent this loss in the public right of way network.	of the railway improves the existing usable network in this area.

E26 – Barbara Close

E26 – Barbara Close				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	Moving crossing to Ironwell Lane would be far safer as no risk from track crossing.	This was the Round 1 consultation option which has been carried forward to Round 2.
2	Members of the public	Safety concerns	The alternative route proposed has flooding issues.	Known ponding measures beneath Ironwell Lane bridge have been mitigated in scheme proposals by the inclusion of a new footway.
2	Members of the public Strategic stakeholder (Hawkwell Parish Council)	Retain the level crossing / level crossing is safe	There is not enough evidence presented to show that the level crossing isn't safe.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public Strategic stakeholder (Hawkwell Parish Council)	Diversion route too long / unpleasant Accessibility of proposal	The diversion will add over half a mile to the journey instead of a short walk to St Mary's Church to the west and Ironwell Lane to the east via footpath 26. People will not want to walk on the road and through a housing estate instead of open countryside. The farm at the end of Ironwell Lane is overgrown and is hard to access.	The scheme was considered further and it was not possible to identify a shorter route and still fulfil the concept for the scheme of avoiding the need for new structures over the railway.
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	The existing crossing gives very quick access to the open countryside and footpaths.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are

E26 – Barbara Close				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				acceptable in terms of length, amenity and connectivity.
2	Member of the public	Enhancement	Provide two suitable bridges rather than the current ones which are poor.	The provision of structures such as bridges would not form part of the current Phase of Network Rail planned works but may be considered further at a later funding period.

E28 – Whipps Farmers

Please note: some of the comments in this section refer to E27 – Puddle Dock, which is no longer part of the scheme (as explained in Section 4.2.3).

E28 - Whipps Farmers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC object to red route for E27 due to diversion length and use of road walking	To mitigate this Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.
1	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	BH would be more supportive of the proposed closure of Puddledock if a link is provided between E27 and E28 on the south side of the railway. This would keep footpath 177 open which would be supported by the Ramblers.	FP177 is now to remain open as Puddle Dock is no longer part of the closure works
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal Diversion route too long / unpleasant	ECC had concerns about the use of Little Warley Hall Lane bridge and noted the diversion was very long. ECC tentatively support green route	To mitigate this Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.
2	Strategic stakeholder (London Borough of Havering)	Loss of public right of way / Severance of popular route or amenity	LBH made the point that E27 is one of the few places where you can cross with a horse.	To mitigate this Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant Safety concerns	ECC had concerns that the diversion for E27 was very long. ECC object to red route due to diversion length and use of road walking	To mitigate this Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.

E28 - Whipps Farmers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (London Borough of Havering)	<p>Diversion route too long / unpleasant</p> <p>Loss of public right of way / Severance of popular route or amenity</p>	Concerns about the length of the proposed diversion routes both north and south of the railway line which would see pedestrians having to walk a considerable distance to cross the railway line at Brickfields rail crossing. Consideration must be given of the importance of the existing path (footpath 177) which is used regularly by the Essex and East London Ramblers for guided walks, and these organisations have put many volunteer hours into maintaining this path over the last 3 years and that Havering Council has recently installed new gates along this path which were funded by the Essex Ramblers Association as part of the London Loop.	FP177 is now to remain open as Puddle Dock is no longer part of the closure works
2	Local access, user, or interest group (The Ramblers Association (Head Office))	Safety concerns	The diversion is impractical and it will tempt walkers to use the very dangerous and narrow bridge on Warley Street.	FP177 is now to remain open as Puddle Dock is no longer part of the closure works
2	Local access, user, or interest group (Brentwood Ramblers) / (Essex Area Ramblers)	<p>Diversion route too long / unpleasant</p> <p>Loss of public right of way / Severance of popular route or amenity</p>	If you close this crossing it cuts off access to public rights of way north of the rail line, and your proposed walking along roads with its pollution and noise, which is not acceptable.	Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.

E28 - Whipps Farmers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public Local access, user, or interest group (Brentwood Ramblers)	Safety concerns	Walkers are unlikely to use this route but would be tempted to 'short cut' by using the humpback bridge on Warley Street. As recorded by Network Rail there is no foot way over this narrow bridge, visibility is poor and there is a high volume of fast moving traffic; it is dangerous and unsuitable for pedestrians - accidents have occurred here.	It is considered that the proposed works will provide an appropriate way of crossing Warley Street away from the hump back bridge. This route will be signposted.
2	Local access, user, or interest group (Brentwood Ramblers) / (Essex Area Ramblers)	Replacing one level crossing with another	Uses another level crossing - which has its own risk	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Member of the public	Enhancement	Farmers require more than 3.5m the access width (the proposed diversion) for modern machinery.	The design of the access will be part of detailed design work. A 3.5m width is considered to be a standard carriageway width for vehicle use.
2	Member of the public	Enhancement	As you are considering a new right of way north of the rail track you need to re-consider linking south of the rail track to the north without having to walk on the diversion of 4.7km The best location for doing this would be at the bridge on Warley Street, and instead of closing the footpath to run it south of	Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open.

E28 - Whipps Farmers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			the Rail line until it reaches Warley Street and joining with the footpath on the North.	
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC object to red route for E28 due to diversion length and use of road walking	Network Rail have removed Puddle Dock from the current closure schemes and it is to remain open. The length of the diversion has been mitigated as much as possible but it not possible to shorten it further.
2	Landowner	Landowner consultation Support subject to conditions	Not opposed to closure of E28 provided a new access to their field is provided.	Noted
3	Landowner	Landowner consultation Enhancement Support subject to conditions	Your proposal is to give us alternative access from a road to the south of our field. Farming the land in this way has downsides such as increased distance, time and fuel use, and having to travel on the road with large farm machinery, which would mean ongoing cost increases to us. We would also have to meet the costs of professional fees in this matter. However we agree that if E28 must close this really is the only viable option. The field in question is cut for hay twice a year which involves some oversize and long machinery; with this in mind we have some requests to make of the new entrance track: 1. A 3.5m total width access would	Residual and genuine impacts on businesses will result in potential compensation claims. The design of the entrance will be undertaken at detailed design stages. A grass verge has been added to the design plans.

E28 - Whipps Farmers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>be very difficult to safely take the above machinery along. The 3.5m wide concrete track is perfectly adequate but can you please plan for 1m wide grass verge either side of the track surface. 2. Safe turning with long vehicles can be problematic. Request to plan the junction of the access track and the road to be suitably designed for long vehicles to safely enter and exit.</p>	

E29 – Brown & Tawse

E29 – Brown & Tawse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (West Horndon Parish Council)	Alternative route / status	Suggested alternative route via existing station footbridge.	While the station footbridge is available for crossing the railway the majority of the time the operator cannot allow it to become a public right of way due issues with access to the station platform
1	Landowner	Alternative route / status	<p>Landowner wants to protect his land holding, in case the residential development was to utilise any of his adjoining land, therefore, is adverse to any additional rights of way which may hinder any potential development plans.</p> <p>An alternative solution was discussed with the landowner as a possibility of the existing footpath being moved to adjoin Childerditch Lane, utilising the field boundaries in the landowners ownership and then running east behind the industrial estate. This route was not overly favoured, however, was received better than the current assessed solution.</p>	<p>The use of Childerditch Lane has been taken forward to Round 2 proposals, but without the suggested connection from Nutty's Farm to Childerditch Farm to the north. The Round 2 option connects to the southern end of EX/313/39 and heads west along the norther perimeter of the industrial unit between EX/313/39 and Childerditch Lane.</p> <p>Other suggestions from Landowner relating to removal of EX/313/38 and remainder of EX/313/39 is beyond the scope of NR's scheme. Potential reductions in amenity not required to accommodated NR proposals.</p>
1	Strategic stakeholder (Essex County Council)	Safety concerns	ECC had strong objections to using Station Road north of FP142 due to RSA issues. ECC had concerns about road bridge on blue route.	This proposal has not been taken forward

E29 – Brown & Tawse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Essex County Council)	Safety concerns	ECC had concerns about road bridge on blue route.	The length of road walking has been significantly reduced and the route amended to bring users out closer to the bridge for better visibility. ATC survey data shows a low volume of vehicles using the bridge. The Road Safety Audit has not highlighted any issues.
2	Strategic stakeholder (West Horndon Parish Council)	Loss of public right of way / Severance of popular route or amenity	The level crossing forms part of Footpath 4 - travelling approximately north / south between Brentwood Borough Council and Thurrock Unitary Authority. As part of a public footpath, the right of way must be retained by statute.	It is noted that FP4 is currently unusable and essentially closed to the public within the industrial estate north of the railway. A diverted right of way route has been provided to retain connectivity thus improving the existing position.
2	Members of the public Strategic stakeholder (West Horndon Parish Council) Local access, user, or interest group (Brentwood Ramblers) / (Essex Area Ramblers)	Safety concerns	Childerditch Lane is narrow and does not have any footpaths. The roadway carries a significant amount of traffic from the Industrial Estate and the roadway narrows at the humpback bridge as it crosses the railway. There are safety concerns for pedestrians using this route in that sightlines leading to the bridge are obscured i.e. you cannot see vehicles approaching the bridge from the other direction. Also, with no footpath available pedestrians will be forced to walk in the carriageway. It is suggested that some alternative proposal be explored whereby pedestrians can use Footpath 4 without being	The length of road walking has been reduced and the route amended to bring users out closer to the bridge for better visibility. ATC survey data shows a low volume of vehicles using the bridge. The Road Safety Audit has not highlighted any issues. Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.

E29 – Brown & Tawse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			forced to walk in the carriageway. The provision of a footbridge over the railway or the installation of a footpath over the existing road bridges would seem more practical and safer solutions.	
2	Member of the public	Consider development proposals	Usage will be impacted by the proposed development of West Horndon Industrial Estate.	<p>The proposed development site is not affected. Increases in local population may increase risk at level crossings through greater use.</p> <p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p>
2	Local access, user, or interest group (Brentwood Ramblers)	Diversion route too long / unpleasant	Diversion route involves too much walking and it is longer.	<p>The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.</p> <p>It is noted that the current footpath is not accessible.</p>
2	Members of the public Local access, user, or interest group	Provision of bridge / underpass	Making the current station footbridge into an all-ability friendly NMU bridge would provide a safe crossing of the railway to the benefit of the public at large, including cyclists accessing the	While the station footbridge is available for crossing the railway the majority of the time the operator cannot allow it to become a public

E29 – Brown & Tawse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Essex Area Ramblers)	Alternative route / status	station and the facilities in West Horndon from the south. Combined with an off-road link from the south side of the station bridge and then along St Marys Road, this would maintain the north-south public right of way connection.	right of way due issues with access to the station platform
3	Landowner	Landowner consultation Consider development proposals Safety	Landowner objects to use of land to the west of Childerditch Lane as this limits future development and people will not want to cross the road twice.	The land is greenbelt with no planning application submitted. The new footpath reduces the length of road walking significantly and provides a north south link in the PROW network to replace the level crossing closure.
3	Landowners	Landowner consultation Consider development proposals	Making the current station footbridge into an all-ability friendly NMU bridge would provide a safe crossing of the railway to the benefit of the public at large, including cyclists accessing the station and the facilities in West Horndon from the south. Combined with an off-road link from the south side of the station bridge and then along St Marys Road, this would maintain the north-south public right of way connection.	NR has advised that the NR team responsible for footbridge cannot allow public access - due to issues with operating rights, revenue etc The use of Network Rail land for the footpath south of the railway removes the impact on this landowner.

E30 / E31 – Ferry / Brickyard Farm

E30 / E31 – Ferry / Brickyard Farm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Alternative route / status Diversion route too long / unpleasant	ECC objected to the red route due to the length of the diversion. ECC suggested that either E30 or E31 remains open.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant Alternative route / status	ECC objected to the red route due to the length of the diversion. ECC suggested previously that either E30 or E31 remains open.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public	Support subject to conditions Enhancement	No objection provided that the suggestion that either a physical barrier be used to keep cyclists off the new footpath, or a hard surface be provided up to the point where footpath 12 meets bridleway 60 is included.	It is not proposed at this stage to provide a barrier to prevent cycle use. This can be discussed further with ECC
2	Member of the public	Diversion route too long / unpleasant Loss of public right of way / Severance of popular route or amenity	The diversion is lengthy and breaks a link in rights of way in the area, making access to the Hadleigh Country Park more time consuming and difficult when approaching from south of the railway, particularly from Canvey Island. Hadleigh Country Park is recognised as a considerable asset to the local leisure scene and access should therefore be made as easy as possible.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.

E30 / E31 – Ferry / Brickyard Farm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		Alternative route / status	If it is necessary to close this crossing then the nearby crossing E 30 (Ferry) should be kept open.	
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	This crossing is a great way onto the footpath between Benfleet and Leigh on Sea stations, taking in Hadleigh Downs and Hadleigh Castle. I use it when taking my daughter for a ramble	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
		Retain the level crossing / level crossing is safe	There have been no incidents at this crossing - there is no danger to avert. The usage is fairly low and it appears that those of us who do use it are perfectly capable of crossing safely and sensibly. The option of closing the crossing is disproportionate to the risk.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E32 – Woodgrange Close

E32 – Woodgrange Close				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	Family uses the level crossing a lot and its closure would cause inconvenience.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Members of the public	Accessibility of proposal	The alternative route is too long and is unusable for cyclists or the disabled due to the number of steps on the floor from Lifstan way to Buttery's.	A step free route has been shown on the design freeze plans for TWAO submission
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	Woodgrange level crossing is an important link for the local community.	Access across the railway is maintained via the existing public highway network and underbridge
2	Members of the public	Retain the level crossing / level crossing is safe	There is not enough evidence presented to show that the level crossing isn't safe.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public	Diversion route too long / unpleasant	The crossing is used by children and staff going to school. If it were closed they would have to walk further, alongside busy roads, wasting time and energy, or drive instead of walking, adding to pollution and road congestion.	Access across the railway is maintained via the existing public highway network and underbridge

E32 – Woodgrange Close				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
4	Landowner	Retain right of access / Health and Safety Concerns	<p>The school has 1,100 students, some of whom use the existing footpath, it is also utilised by The Southchurch School, their eastern neighbour, formerly Thorpe Bay School. The alternative route will be a longer walk for students to transit via Liftstan Way but they support the closure as long as children cannot cross the line and then jump the railway fence, or the schools boundary fence, which often happens at the moment.</p> <p>Request to retain private rights of access over the crossing for tractors, supplies and emergency vehicles through the gate along their western boundary.</p>	<p>The support is noted. The existing crossing point will be fenced off with 2m palisade fencing. Closure and fencing will effectively prevent any access to the railway from the south.</p> <p>The existing crossing is for pedestrians only and no vehicular rights or facilities exist for vehicles to cross the railway. It is assumed that the school are referring to rights along the existing approach track. This is to be extinguished as a public footpath, but any existing private rights will be retained.</p>

E33 - Motorbike

E33 - Motorbike				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Alternative route / status Business impact	The land and buildings adjoining Motorbike level crossing is used as an event business for weddings, corporate days, parties, funerals. The land has been used in the past for clay shoots on the corporate days, of which the property manager is concerned that should Network Rails proposals go ahead, the new right of way would affect this going forwards.	Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.
2	Strategic stakeholder (Essex County Council)	Accessibility of proposal	Public issues had been raised regarding the boggly nature of the proposed diversion route which SJP noted may require the use of duck boards. The exact nature of measures would be resolved during detailed design.	Duck boards included in design – more ground investigation will be needed at detailed design stage
2	Statutory consultee (The Royal Society for The Protection of Birds)	Support subject to conditions	The suggested re-route looks fine from the perspective of maintaining foot access to the RSPB reserve at Vange Marsh, assuming the surface is reasonably level and it will be waymarked appropriately from Pitsea Hall Lane and then throughout the route to connect with the footpath immediately south of the existing railway crossing. It is really important for that foot access is maintained to the RSPB site in as safe a way as possible.	Consultation with the RSPB has been undertaken and will be continued at detailed design stage
2	Member of the public	Retain the level crossing / level crossing is safe	The Network Rail website says there have been no incidents of misuse, accidents or near misses since the level crossing was last assessed in August 2014. Therefore the level crossing is not dangerous and should not be closed.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other

E33 - Motorbike				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public	Diversion route too long / unpleasant	Diversion route is unreasonably long	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public	Provision of bridge / underpass	The obvious option of installing a footbridge has apparently been disregarded on the grounds of cost.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
2	Member of the public	Accessibility of proposal	The proposed new route passes over ground that was boggy in June. If it is boggy in June it will only be worse between autumn and spring.	Duck boards included in design – more ground investigation will be needed at detailed design stage
2	Member of the public	Traffic issues	Sceptical about the two new road traffic islands proposed for Pitsea Hall Lane. The road is fairly narrow and used by large lorries.	Traffic islands were not part of the proposals. Two new crossing points will be provided – these will be new tactile guidance pavements and dropped kerbs in the footways.

E35 – Cranes No. 1

E35 – Cranes No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Support	Landowner is in favour of the crossing closure and the utilisation of the underpass, however, feels the underpass should be widened to allow the safe use of the golf buggies and pedestrians	The width is considered adequate for pedestrian use and it would be a significant cost to widen.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC had some concerns regarding the width of the underpass. ECC support in principle for red route	The width is considered adequate for pedestrian use and it would be a significant cost to widen.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC had some concerns regarding the width and height of the underpass but agreed this would be adequate as a one off route as there are limited alternatives in the area. It was noted that the gradient of the PRoW would need to be agreed. ECC support in principle for red route	A review of the gradient was undertaken and shared with ECC. The gradient on the final proposal is approximately 1 in 12 over a relatively short length and this was deemed suitable given the rural location and type of footpath diverted.
2	Member of the public	Accessibility of proposal	The use of the underpass which is part of the golf course and the need to create two new footpaths on the golf course both worrying. There has been historically a footpath on one side, or so it appears, but it is heavily overgrown at present. Golf courses are difficult for walkers. Golfing takes precedence always. The rail crossing has tall views in both direction and feels very safe.	The length of footpath through the golf course is very short in length.
2	Local access, user, or interest group	Retain the level crossing / level crossing is safe	The rail crossing has tall views in both direction and feels very safe.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important,

E35 – Cranes No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Essex Area Ramblers)			is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public Local access, user, or interest group (Essex Area Ramblers)	Accessibility of proposal Enhancement	The proposed use of the underpass would be acceptable and this additional route length proportional except for the height of the underpass. This is too low for a man of average height to walk through without stooping low. For those of us with lower back problems, this is a painful option. I have used this underpass before, in inclement weather and it needs altering before it is a viable alternative.	The route has been discussed with ECC and agreed that this would be adequate as a one off route as there are limited alternatives in the area.
2	Member of the public Local access, user, or interest group (Member of Friends Group Ramblers) (Essex Ramblers Area Executive)	Support subject to conditions Business impact	The route through the golf course to the new rail underpass to be in place before a closure order was made. Also the underpass should have some sort of firm all weather surface put in place before an order is made. Clear signage should be put in place before this order to close is made. Changes should all put in place before any order is given.	The level crossing would not be closed until after the diversion works associated with the closure are complete. The route has been discussed with ECC and agreed that this would be adequate as a one off route as there are limited alternatives in the area.
4	Tenant	Safety Concerns	Proposed right of way through field currently partitioned as pony paddocks. Concerns over public access to land.	The diversion route is over a short length within the golf course and then back into the field with an existing footpath. The issue over public access is not justified.

E36 – Cranes No.2

E36 – Cranes No.2				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC noted that the major route was the Essex Way to the south which would not be affected by the diversion route and that there was minor use of the FPs to the north. ECC support in principal for red route	No action taken.
2	Landowner	Support	Landowner supports the closure with extinguishments and diversion to existing footpaths	Noted
2	Members of the public	Retain the level crossing / level crossing is safe	This is very safe crossing, with low train speeds (well below 50mph line speed) due to slowing and accelerating from Whits Notley station.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (Member of the Friends Group Ramblers) (Essex Ramblers Area Executive)	Loss of public right of way / Severance of popular route or amenity	Asking for walkers across Essex to give up part of an historic amenity. In some cases the footpath network dates but for many 100's of year well before trains and commuting had been invented. By closing part of EX/120/8 and EX/74/11 we will have in fact lost the right to walk 700 - 800 meters of footpath and a circular walk out and back to the point they join EX/74/28. For walkers who do it for the pleasure of walking over a wide range of routes for pleasure and exercise this is a serious loss of an amenity.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.

E36 – Cranes No.2				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (The Ramblers)	Accessibility of proposal	The under bridge is used by farm vehicles and could get rutted and very wet and not walker friendly.	The maintenance of the existing footpath is the responsibility of ECC

E37 – Essex Way

E37 – Essex Way				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Landowner	Objections	Landowner objects to the closure and any new PROW on his land.	The landowner has not provided any reasoning for his objections and declined to enter into dialogue at this stage.
2	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	It was noted that ECC would have concerns over people using Philpot private level crossing. ECC support in principle for red route	This was taken into consideration and the proposal no longer goes adjacent to Philpot level crossing.
2	Member of the public	Accessibility of proposal	Concerns that the cross field path will not be maintained.	The responsibility of maintenance of the right of way would be with ECC and the land owner would be obliged to keep the right clear of obstructions.
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	People regularly use this route to attend events held at Cressing Temple Barns. The additional route length is excessive, and not proportionate to any benefit Network Rail may gain.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Members of the public Local access, user, or interest group (Essex Area Ramblers)	Retain the level crossing / level crossing is safe	The line speed of 50mph is not reached at this level crossing, as trains are slowing for, or accelerating from White Notley Station.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public Local access, user, or interest group	Diversion route too long / unpleasant	Concerns with this new proposal in that walkers going into Cressing Temple Barns from the south having reached the brook and turned right instead of just crossing two short paths out the busy B1018 would be	The final proposal has taken this into account and provides more direct diversion routes away from the railway.

E37 – Essex Way				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Members of the Friends Group Ramblers) (Essex Area Ramblers)		expected to get to just 1 field away then turn right along a noisy boring railway line for some 400 meters make their way to other side of the line and walk about another 500 - 600 meters back to the present route then concentrate on crossing a rather busy road to get over a stile into the Barns car park to visit an exhibition or have refreshments and use the toilet facilities.	
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Diversion route too long / unpleasant	The proposed diversion is to an underpass which becomes extremely wet and muddy.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
3	Landowner	Objections	Landowner objects to any new cross field route to impacts on cropping.	It is noted that the new cross field route to the south of the railway is approximately the same length as the cross field route to the north of the railway. Earlier proposals with routes adjacent to the railway were objected to by other parties.
4	Landowner	Safety Concerns Business Impact Alternative Route	Concerns over public access to land either side of crossing as let and used for pony paddock. Preference for a boundary fence along the length of the new footpath but pony paddock should be secured as a minimum.	The requirement for fencing can be discussed in further detail with NR at the next stage of the process. There is no proposal to remove the current private vehicular rights to the underpass.

E37 – Essex Way				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>The tenants only access to the paddock is through the underpass proposed as part of the new ROW, if equestrian access/small vehicle access is not maintained this could result in business losses.</p> <p>Preference for footpath creation to be confined to field boundaries. Creation through worked arable land would result in business losses.</p>	<p>The length of new cross field PROW to the south of the railway is approximately the same as the length of cross field path extinguished to the north of the railway. Any residual impacts will be subject to potential compensation.</p>

E38 - Battlesbridge

E38 - Battlesbridge				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Member of the open Spaces Society and the Ramblers)	Loss of public right of way / Severance of popular route or amenity	If alternative route is to be provided, the proposal to remove this level crossing renders it impossible to use related public footpaths.	Connectivity of footpaths is retained via the diversion route
2	Member of the public	Support subject to conditions	It would only be acceptable if stepped / ramped access to the bridge existed.	Steps are provided in the design freeze solution
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Retain the level crossing / level crossing is safe	The Burnham branch line is a single track branch line with a maximum line speed of 50 mph and only 2-3 train movements per hour. Network Rail's data states that there have been no accidents, no near misses and no misuse of this crossing between 2011-2015 and no "key risk drivers" are noted.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Enhancement	To be inclusive the ascent and descent would need to be ramps not steps.	Steps are provided in the design freeze solution. There are existing steps and stiles on the route currently and these will be mirrored in the proposal to provide steps rather than ramps.

E38 - Battlesbridge				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Loss of public right of way / Severance of popular route or amenity Consider development proposals	This proposed diversion is opposed as an unnecessary expense on this single track branch line as well as being inconvenient and much less enjoyable for users due to the considerable climb up & down and the proximity, noise and pollution from fast moving traffic on the A1245 bridge deck. It is against ROWIP as it cannot be considered to be a right of way improvement.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
3	Strategic stakeholder (Chelmsford City Council)	Diversion route too long / unpleasant Enhancement	This diversion is very convoluted and complex especially given the limited number of users; the diversion might put the few users of completely. Consider having steps from the existing tracks either side of the railway line to connect with the road bridge.	Steps are provided in the design freeze solution
3	Local access, user, or interest group (Malcolm Lees Open Spaces Society Local Correspondent)	Retain the level crossing / level crossing is safe Upgrade level crossing facilities Loss of public right of way / Severance of popular route or amenity	Suggestion this crossing should be kept. Although the path, from the crossing to the Hawk PH, is overgrown and needs clearing, there are three stiles and a footbridge in this section all in reasonable repair. The A130 Bridge over the path was specially constructed to allow a wide alleyway along the northern side of the railway for the path to pass through. All this would be wasted if the crossing was closed. The crossing itself has concrete steps both sides, gates and fencing and is well maintained. There is no practical alternative crossing nearby and the path is part of a local circular route.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. The diversion route has been made as short as possible and retains connectivity to the local circular route.

E41 – Paget

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Enhancement	Reinforce bridge and enlarge footpath to improve safety and access along High Street. The proposed route has no footpath and is hazardous to pedestrians.	There are no requirements to provide bridge strengthening measures. There are proposals to provide some footway widening on High Street. The proposal to use Anglesea Road is considered to be safe and would operate as a shared space with the vehicles.
1	Round 1 Consultation Questionnaire	Upgrade level crossing facilities	Electronic gates on both sides that present access to the crossing when a train is approaching a system of warning lights as level crossing. Or build a slow stepped walk way up to bridge on north side line but this wouldn't overcome Private Road	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
1	Strategic stakeholder (Essex County Council)	Safety concerns Support aspect(s) of proposal	ECC support in principal but consider that there are road safety issues over the use of the road bridge	The road safety audit has not highlighted any issues
2	Strategic stakeholder (Colchester Borough Council)	Enhancement	On balance CBC will not object to the closure of the crossing. Requests that improvements are made to the High Street, between Queens Road and Station Road, to cater for the increased movement of pedestrians between upper and lower Wivenhoe. The funding required to make these improvements could be found by not	An improvement scheme is proposed for the High Street to aid pedestrian movements.

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			undertaking closures at level crossings where the risk and level of usage is lower.	
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	Many people walk to Wivenhoe and the level crossing is essential.	Connectivity has been maintained over the railway via Anglesea Road and Phillip Road/High Street
1 and 2	Member of the public	Retain the level crossing / level crossing is safe Accessibility of proposal	There has never been an accident on the Railway Crossing, which succeeded the building of houses on Paget Road in the 1860s. If the Crossing is closed then disabled people will not be able to walk the much longer route. The steep and unmade roads of Anglesea and the steep road of Queen Street are treacherous for people with poor balance, or in wheelchairs etc.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. The surfacing of Anglesea Road matches the existing approaches to the level crossing. Measures are included to assist users on the steeper sections of Queens Road such as handrails and benches
2	Member of the public Strategic stakeholder (Councillor CBC for WIL)	Accessibility of proposal	The Anglesea Rd diversion is long, steep and pitted. Homeowners do not want it surfaced and improved for additional traffic & footpath.	There are no proposals to amend the surfacing. Discussions have been held with the local Highway Authority regarding all diversion routes.

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Strategic stakeholder (Councillor CBC for WIL)	Retain the level crossing / level crossing is safe	The change in speed is tiny and safety has not been a problem. Keep the crossing as is, it is reasonably lit at night, the rails vibrate as a train is approaching, & the path has recently been refurbished.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Strategic stakeholder (Councillor CBC for WIL) Local access, user, or interest group (Station adopter for Wivenhoe, part of the Community Rail Partnership)	Consider development proposals	The better footpath along Philip Rd is Welcome, especially with the new medical centre coming.	Noted
2	Member of the public	Enhancement	It needs to be accessible to all not just the fit and healthy and Philip Rd route fulfils this. The current level crossing is not accessible to everyone and both children and elderly are vulnerable. It is not accessible to the disabled. Welcome a seat and a handrail in Queen's Road. Welcome further the proposed pathway adjacent to Philip Road.	Noted
2	Members of the public Local access, user, or interest group (Station adopter for Wivenhoe, part of the Community	Accessibility of proposal Loss of public right of way / Severance of	The proposed closure with provision of new footpath link to Phillip Road demonstrates lack understanding of why the existing route is used. Paget Road takes people to and from the Brook Street access to the waterfront jetty quay and sailing club. Anglesea Road's surface creates an	The proposals have sought to mitigate the closure by providing measures to enable the two existing crossing points (Anglesea Road/High Street) to be used.

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Rail Partnership) (Tendring Ramblers) (Footpath Secretary of the Ramblers covering Colchester District)	popular route or amenity	unstable surface for older pedestrians - trip / fall hazard. In winter the steep gradients of Queens Road make access very difficult in snow and ice - Paget Road crossing becomes even more important then!	Measures are included to assist users on the steeper sections of Queens Road such as handrails and benches. Discussions have been held with the local Highway Authority regarding all diversion routes. Winter maintenance can be discussed further with ECC
2	Strategic stakeholder (Town Councillor) Local access, user, or interest group (Station adopter for Wivenhoe, part of the Community Rail Partnership)	Retain the level crossing / level crossing is safe	Fail to see how NR have arrived at the risk factor when the only reported incident of misuse was not on this level crossing.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Strategic stakeholder (Town Councillor) Local access, user, or interest group (Member of the Ramblers)	Safety concerns	Also both routes are for more dangerous / unpractical / and inconvenient to users and therefore will increase risk to the public not reduce it. Brook Street is a dangerous and busy road to walk on.	The road safety audit has not highlighted any issues. Discussions with ECC have not highlighted any issues with Brook Street which is already currently used by pedestrians heading west from the level crossing and provided with facilities deemed of sufficient standard by ECC.
2	Members of the public Local access, user, or interest group (Station	Business impact Loss of public right of way /	There are businesses on the other side that could be affected, as it would be more inconvenient to go all the way round (Wivenhoe Business Park). It cuts the town into two and affects the unique	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	adopter for Wivenhoe, part of the Community Rail Partnership) (Footpath Secretary of the Ramblers covering Colchester District)	Severance of popular route or amenity	nature of our friendly community. This is a waste of time and money.	
2	Resident of Paget Road Member of the public	Upgrade level crossing facilities	Would it be so hard to install a warning light system, so that members of the public crossing the line are aware of oncoming trains.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public Local access, user, or interest group (Member of the public and of Tendring Ramblers)	Provision of bridge / underpass	Close the crossing and install a footbridge if you are really concerned with public safety.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
2	Members of the public	Support aspect(s) of proposal	Support for closure due to the excessive noise from that level crossing as a result of whistle boards.	Noted
4	Landowner	Retain Level Crossing / Safety Concerns Diversion not suitable	Preference to retain level crossing as the crossing is located close to Wivenhoe Station where the train must stop and therefore trains are not travelling at high speed. The crossing has been refurbished and visibility in both directions is good. No accidents since the railway opened, it is well used by local pedestrians.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E41 – Paget				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			Concerns that the alternative route is on an incline and is an unmade/unadopted road which in bad weather conditions could prove to be a health and safety risk. There is no footpath and pedestrians would have to share the road with vehicles.	Mitigation has been provided in the form of a level route via Phillip Road, rest points on Queen's Road and safety improvements for pedestrians on High Street. The route via Anglesea Road already operates as a shared space with no obvious issues, and no concerns were raised by the road safety audit of this route.
4	Landowner	Alternative Route / Safety Concerns	Concerns over use of Philip Road which is unmade single narrow track road. There is no footpath and pedestrians would have to share the road with vehicles. Preference would be for an alternative route to the High Street via Angelsea Road or Queens Road.	Phillip Road has a hard surface in reasonable condition. It is lightly trafficked with good forward visibility. No safety issues are expected with the use of Phillip Road.

E42 – Sand Pit

E42 – Sand Pit				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principle for the blue route, subject to a road safety audit (RSA)	The RSA issues have been addressed in the design freeze option
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principle for the route subject to road walking/bridge mitigation measures	Given the traffic usage and dimensions of the bridge it has not been possible to amend the bridge for pedestrian use. The design has been amended to mitigate road walking either side of the bridge. It is proposed that the speed limit is reduced to 40mph under the TWAO.
2	Landowner	Safety concerns Loss of public right of way / Severance of popular route or amenity	Concerns over safety of diversion over road bridge and pedestrians and lorries together on the track. The route is well walked and this is likely to increase when an alternative private path is closed to the public. The track is the only access to the wood and the quarry.	See above for bridge issues. It is considered that the track provides sufficient widths for vehicles to safely pass pedestrians
2	Strategic stakeholder (Town Councillor) (CBC Councillor for WIL) Local access, user, or interest group (Tendring Ramblers)	Safety concerns	The railway bridge on Alresford Road is extremely dangerous. It does not provide a safe crossing, as there is no footpath on the bridge. This is busy road, with no speed limit, and pedestrians could find themselves trapped on the bridge against the wall, as vehicles speed by.	Given the traffic usage and dimensions of the bridge it has not been possible to amend the bridge for pedestrian use. The design has been amended to mitigate road walking either side of the bridge. It is proposed that the speed limit is reduced to 40mph under the TWAO.

E42 – Sand Pit				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Cockaynes Wood Trust,)	Accessibility of proposal	The proposed new public right of way involves a section of unpaved track that is susceptible to serious flooding.	Drainage alterations can be addressed further at detailed design stage and measures taken if appropriate
2	Members of the public Local access, user, or interest group (Cockaynes Wood Trust,)	Retain the level crossing / level crossing is safe	The level crossing has very good unobstructed sight-lines, which in combination with the relatively modest volume of pedestrian traffic, means that it would appear to be significantly safer for pedestrians to continue to be able to use this crossing	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public Local access, user, or interest group (Cockaynes Wood Trust,)	Loss of public right of way / Severance of popular route or amenity	This community wildlife site is made up of part of the former Villa Farm Quarry, Villa Wood, the ancient Cockaynes Wood, and the access track from Alresford Road. These are all on a long-term lease from Brett Aggregates. The site is popular with people from Alresford, Wivenhoe, and beyond.	Access to the areas is retained.
2	Strategic stakeholder (CBC Councillor for WIL)	Support aspect(s) of proposal	Welcome the additional footpaths along the railway track.	Noted
2	Local access, user, or interest group (Stour Walking Group Hike Essex)	Enhancement	Implement a lower speed limit or create a footpath by the road to ensure accidents involving pedestrians and motorists do not happen.	Given the traffic usage and dimensions of the bridge it has not been possible to amend the bridge for pedestrian use. The design has been amended to mitigate road walking either side of the

E42 – Sand Pit				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				bridge. It is proposed that the speed limit is reduced to 40mph under the TWAO.
4	Landowner	Retain Level Crossing / Safety Concerns	<p>Current proposal diverts pedestrians onto roadway of Alresford-Wivenhoe Road over a narrow-walled bridge vehicle travelling at national speed limit. There is no footway, restricted sight lines and no refuge or escape route. Part of the proposed creation is a section of unpaved track that is susceptible to flooding and poses additional risks for users as it is used periodically by heavy plant. Preference for retention of existing crossing.</p> <p>Level Crossing currently provides access to wildlife site. The closure of the crossing would limit public access to this land and more generally to those walking between Alresford and Wivenhoe</p>	<p>With the exception of the road bridge, the diversion route is on existing verges or newly created PROW routes. Those using the level crossing would already have to walk along Alresford Road for some distance.</p> <p>Speed surveys have been undertaken which show that a reduction in speed limit to 40mph would be appropriate and this is included within the order powers sought.</p> <p>Access to the wildlife areas would be maintained through the new PROW route – some users would have longer distances whereas others would have shorter routes as a result of the proposals.</p>

E43 – High Elm

E43 – High Elm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Objection	Landowner advised any new rights of way on their property would not be welcomed and would disrupt the running of the livery yard and create a problem with field boundaries.	The diversion route through the livery yard was removed from the proposals.
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC would not wish to retain PROW FP16 as dead end into woodland north of level crossing. ECC support in principal for the red route	Footpath EX/154/4 has been retained into the woodland. Wayfinding signage will be provided.
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC objected to the route due to the length of the diversion and on the basis that it is just an extinguishment.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of Network Rail's current phase of works.
2	Member of the public Local access, user, or interest group (Ramblers)	Loss of public right of way / Severance of popular route or amenity	This diversion does away with what is a pleasant walking circuit.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works
2	Members of the public Local access, user, or interest group (Member of the	Diversion route too long / unpleasant	The B1027 road is one of the noisiest and busiest roads in the area. Not a pleasant road to walk along.	Significant efforts have been made to provide routes that are acceptable in terms of length, amenity and connectivity throughout the whole study area of 46 level crossings in the Essex County. However, this proposal was not able to reduce the amount of road walking.

E43 – High Elm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Ramblers)			
2	Member of the public Local access, user, or interest group (Tendring Ramblers)	Alternative route / status	The latest proposal removes any new Network Rail route and is a straight closure and diversion to the nearest public footpath. The red route from Phase 1 needs to be reinstated as the solution.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public	Support aspect(s) of proposal	Better than the previous option, much more practical.	Noted

E45 / E46 – Great Bentley Station / Lords No. 1

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	Extend platform, or put up a fence to allow walkers to connect with existing route, which is very close to the end of the platform	Changes to the station infrastructure are not within the remit of this project. A PROW via the station platforms would not be acceptable to NR or the operator.
1	Round 1 Consultation Questionnaire	Alternative route / status Landowner consultation	Bridge footpath at current location. The Green Route dissects land owned by Great Bentley Parish Council for use as allotments, therefore not remotely suitable.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Landowner	Support	Landowner would welcome closure of the crossings as this helps with proposed residential development on his land	Noted
1	Landowner	Landowner consultation Support	<p>Landowner has many issues with the existing footpath route, as it currently prone to misuse. There have been several instances whereby people have used the footpath for robbery on their site and also Network Rails site.</p> <p>The site is used for end of life car storage, at time of communication there was 250 vehicles on site, with access required daily. Landowner advises the footpath is not fit for purpose and is infrequently used. As long as adequate fencing is installed as to limit misuse on their land and adjoining, the existing proposals (red route) is workable.</p>	This length of footpath is to be extinguished under the final proposals.

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)		ECC support in principal for the red route	Parts of the red route were taken forward at Round 2.
2	Strategic stakeholder (Essex County Council)	Consider development proposals	Given the development proposals ECC would support a straight extinguishment of the LX and use of BW 165/20 to link to E45.	This is incorporated into the design freeze option
2	Strategic stakeholder (Great Bentley Parish Council)	Safety concerns	The proposal exits close to the entrance to the industrial estate, which is heavily used as is this this particular section of Plough Road. The proposed route then progresses across the level crossing before turning in to Station Road, which again is a heavily used road with only partial footways	The proposal has been revised to show that the diversion route can be made using footways on Plough Lane and the verge (sports field)
2	Landowner	Landowner consultation Business impact	Against the red route as it renders the grazing totally impractical due to dog owners using their land. Dogs carry diseases in their faeces that introduce serious fatal illness to cattle, and these can then enter the food chain. Additionally will resist the red route being proposed as if the crossing is closed, the footpath should be terminated at the beginning of the (now) green line, so not going through their farm yard where tractors, lorries, and heavy feedstuffs are being routinely driven.	It is assumed this refers to the round 2 proposal to provide a footpath between E46 and E45. This has been removed from the design freeze proposal
2	Landowner	Support aspect(s) of proposal	The footpath crossing at E45 Gt Bentley is a serious health and safety risk as they have seen children crossing dangerously, sometimes after drinking alcohol.	The length of FP 165/8 in question has been extinguished in the design freeze proposals

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Local access, user, or interest group (Stour Walking Group Hike Essex)	Support aspect(s) of proposal	Creation of the new right of way would be useful for exiting onto Plough Road closer to the station than would be the case using EX/165/20 path.	This is part of the design freeze proposals
2	Members of the public	Accessibility of proposal	Main concerns are for the wellbeing of our disabled and elderly residents of Aingers Green. The winters are always clouded by the risk of snow and being cut off on all sides. Plough Road has in the past been blocked all along with 8ft. snow drifts, due to the farmers cutting the hedgerows and the northeast wind. The footpaths across to the village are our only way to reach supplies from chemist and shops for these people. Sometimes for 2 weeks.	It is considered that the diversion route is suitable for all users. Winter maintenance is the responsibility of the local authority and can be discussed further at detailed design stage.
2	Members of the public	Safety concerns	Increased pedestrian crossing at proposed route as it crosses a busy motorised crossing.	It is considered that the crossing risks are managed at Bentley road level crossing by the automatic barriers rather than the users judgement at the 'stop/look/listen' level crossing. Footway space is provided for pedestrians at the road level crossing. There is a stepped footbridge available for use for those persons able to do so.
2	Member of the public	Retain the level crossing / level crossing is safe	While line speed is 75mph, there are not likely to be 94 trains a day travelling at that speed as at 50% stop at Gt. Bentley Station.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public Landowner	Support aspect(s) of proposal	Support for closure as the footpath is misused	Noted
2	Members of the public Local access, user, or interest group (Member of Friends Group Ramblers)	Loss of public right of way / Severance of popular route or amenity Safety concerns	Worried about the thought of closing 3 crossings out of 4 railway crossings in such a short stretch of the line. It cuts the choice for villagers in their business and recreational use. It funnels all walkers onto the station area which is already busy with cars. This will all come together to prove an unacceptable loss of an amenity for walkers and villagers alike.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Members of the public	Alternative route / status	Would prefer that the diversion went between the hedge line and the industrial estate.	It is assumed this refers to a route adjacent to the railway and the industrial estate. It is not considered that there is sufficient land available to utilise this route.
2	Members of the public	Safety concerns	By removing both crossings you would leave us with only the road level crossing which could be closed for up to 10 minutes at a time. Also your now proposed route runs right through a field of cows and bull which is dangerous.	It is considered that the crossing risks are managed at Bentley road level crossing by the automatic barriers rather than the users judgement at the 'stop/look/listen' level crossing. Footway space is provided for pedestrians at the road level crossing. There is a stepped

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				<p>footbridge available for use for those persons able to do so.</p> <p>The land likely to be affected by cattle is an existing footpath considered suitable for use by ECC.</p>
2	<p>Members of the public</p> <p>Local access, user, or interest group (Ramblers)</p>	<p>Loss of public right of way / Severance of popular route or amenity</p>	<p>E46 is part of a round walk from Bentley Creek to Aingers Green then on to Frating Abbey and back via Gt. Bentley church. It begins on the historic, largest village green in England connecting via path EX/165/184 finishes across the green. Despite daily usage survey this is a very well used path - wear and tear of route is indicator and evidence of this.</p>	Noted
2	<p>Members of the public</p> <p>Local access, user, or interest group (Tendring Ramblers)</p>	<p>Diversion route too long / unpleasant</p>	<p>Diversion is very long.</p>	<p>It is assumed this refers to E46.</p> <p>The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.</p>
2	<p>Members of the public</p>	<p>Safety concerns</p> <p>Loss of public right of way / Severance of popular route or amenity</p>	<p>There are no other circular country walks in the village other than along lover's lane and across the railway bridge where you dice with death having to walk along the road</p>	<p>The use of Plough Lane have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. It is not considered that there are safety issues with the use of Plough Lane or any of</p>

E45 / E46 – Great Bentley Station / Lords No. 1				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				the roads associated with the proposed diversion.

E47 - Bluehouse

E47 - Bluehouse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Stour Walking Group Hike Essex) Landowner	Safety concerns	Diverting walkers onto roads to share the carriageway with motorists is always going to be risky, particularly with the number of cars on Britain's roads today. Country lanes such as Pork Lane see careless motorists and this would see accidents with pedestrians.	Users of the single footpath which accesses the level crossing have to use Pork Lane presently to reach the PROW network 500m to the south. The incorporation of road walking on Pork Lane in the design option would maintain this current usage
2	Landowner	Retain the level crossing / level crossing is safe	The visibility at the crossing is excellent with only a single track to cross.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (National Farmers Union Regional Livestock Secretary) Landowner	Business impact	The business impact relates to animal disease. The proposed rerouted path to the north of the line is a dairy farm, of which there are only 8 in the entire county of Essex. Dogs transmit a disease called neospora and this can have a severe impact on dairy cow health. Therefore, this path could have severe impacts on this herd which is currently high health status and high performing.	A fence has been added to the design freeze option
2	Member of the public Local access, user, or interest group (Member of The Ramblers)	Safety concerns	If this diversion goes ahead, it will not be 100% safe, as the existing road crossing does not have barriers that extend across both sides of the road. It will not have any way of stopping pedestrians from ducking underneath or walking around the barriers.	The barrier currently employed is deemed fit for purpose and positively controls the pedestrian and road use when a train is due. Currently users of the Bluehouse level

E47 - Bluehouse				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				crossing have to make there own judgement whether it is safe to cross.
4	Landowner	Safety Concerns / Alternative Route	Concerns that public access to land could increase the risk of Neospora Caninum to dairy herd as the land is used to make hay/silage to feed the cattle. Fencing the ROW will not fully address the problem. Concerned that the ROW emerges onto the road at a dangerous point. The owner of the neighbouring land has submitted a planning application for the erection of 109 dwellings which could considerably increase usage.	The final proposals include a stock proof fence along the new PROW route. This will contain the public and dogs to the footpath. The new PROW emerges onto the road adjacent to the Pork Lane level crossing with adequate verge available for pedestrians. The existing footpath route requires pedestrians to use Pork Lane for some distance. The diversion route has been assessed by a Road Safety Audit with no issues raised.

E48 - Wheatsheaf

E48 - Wheatsheaf				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation Safety concerns Alternative route / status	Landowner understood the need to close crossings as the trains usually go fast. However, they were not happy at the new footpath running up behind Maypole House and Wrabness Old School. The landowner also considered the diversion across the road bridge and along the narrow country lane was very dangerous. The landowner's suggestion, running from north to south, was to extinguish footpath EX184/19 where it crossed their land from the road to the railway crossing. Then divert the path along the road from Lower Farm, where the road is much wider, under the road underbridge and then along the northern edge of the arable field before running through Brakey Grove to rejoin the footpath.	This option would significantly lengthen the diversion and increase the level of road walking
2	Members of the public Local access, user, or interest group (Stour Walking Group Hike Essex) / (Member of The Ramblers) / (Member of The Ramblers (Tendring Group))	Diversion route too long / unpleasant	Users of footpath EX/184/19 would face an approximate 1000m diversion which is too long.	It is recognised that the route forms part of a wider long distance route for walkers. Users accessing Church Road via the proposed footpath will have a reduced distance to walk of approx 500m. Users access the south end of the FP19 from the north side of the level crossing will have an additional distance to walk of approx 750m.

E48 - Wheatsheaf				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public Local access, user, or interest group (Stour Walking Group Hike Essex) / (Member of The Ramblers) / (Member of The Ramblers (Tendring Group))	Safety concerns	There is no indication that the bridge route has adequate footways and with the number of cars on Britain's roads it is going to be risky making walkers share the carriageway with motor vehicles.	The bridge has an appropriate footway
2	Member of the public Strategic stakeholder (Wrabness Parish Council)	Retain the level crossing / level crossing is safe	The E48 Wheatsheaf level crossing was recently upgraded at considerable expense to meet modern safety requirements; it enjoys good visibility due to the alignment of the railway and there is no record of a safety incident or loss of life at this crossing.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public Strategic stakeholder (Wrabness Parish Council)	Loss of public right of way / Severance of popular route or amenity	The proposed closure of this well used crossing will lead to the loss of an important through footpath route linking the north and south sides of our civil parish which is bisected by the rail line. This is an important feeder footpath route linking to the Essex Way Long Distance Footpath to the north of the rail line. It will diminish the recreational potential of our locality and leave us with two lengthy cul-de-sac footpaths which do not connect to anywhere.	A new footpath is proposed to mitigate the existing footpath closure and connectivity is maintained via the Church Road bridge

E48 - Wheatsheaf				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Essex County Council)	Enhancement	Request made that adjacent land is considered for the creation of an off road public right of way along Station Road.	Due to the low traffic speeds and volumes on Station Road, and the presence of verges for walking, it is considered that the use of private land cannot be justified on this occasion

E49 – Maria Street

E49 – Maria Street				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Retain the level crossing / level crossing is safe	There is no safety issue as the level crossing is adjacent to Harwich Town station where there is a 25mph speed limit for trains as they are either approaching or leaving Harwich Town station.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public	Accessibility of proposal	There is a footbridge next to Dovercourt station but the approach to this is not pleasant and some people would have difficulty with the steps both up and down.	Noted but this does not form part of the scheme remit. The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public	Alternative route / status Safety concerns	There is the alternative of a nearby vehicle crossing, but this does raise concerns of pedestrian safety from vehicles.	The Alexandra Road level crossing has provision for pedestrians and no road safety issues have been raised
2	Member of the public	Upgrade level crossing facilities	Install lights on the existing level crossing if it is felt to be high risk.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public	Diversion route too long / unpleasant	The diversion route is inconvenient.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.

E51 – Thornfield Wood

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Maintain riverside walk, replace E51/E52/E56 with a footbridge.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Strategic stakeholders (Bures Hamlet Parish Council) / (Mount Bures Parish Council)	Safety concerns Retain the level crossing / level crossing is safe	The alternative routes proposed would considerably increase the safety risk to pedestrians. The closure of this pedestrian rail crossing would have no effect on the efficiency of the service. Here the only concern is pedestrian safety. There have been no reported incidents on this crossing. Visibility in both directions is excellent, the crossing is properly signed. All down trains are slowing when passing the crossing to stop at the station.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
1	Landowner	Alternative route / status	Preference for proposals to run through the strip of wood rather than his headland. Requiring crossing of a 2m ditch to cross. The proposed blue route would involve steep steps to reach the road. By turning west until the road and field are level this could be avoided. There is an existing field access.	The design freeze proposal avoids the woodland to avoid the loss of trees. The route has been amended on the west side as suggested.
1	Strategic stakeholder (Essex County Council)	Support aspect(s) of proposal	ECC have slight preference for blue route. Consider reducing blue route road walking by considering if blue route could go through woodland on east side of railway.	The design freeze proposal avoids the woodland to avoid loss of trees.

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC and CBC objection due to the length of the diversion.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (Colchester Borough Council)	<p>Safety concerns</p> <p>Diversion route too long / unpleasant</p>	<p>Closing this crossing would mean walkers having to use a busy rural road between Bures and Wormingford. The proposed alternative route would add 950m to the existing route, across farm land.</p> <p>Network Rail calculate the risk to be 'low' due to number of users, low number of trains and no reported incidents. A study showed on average on a week day there were 4 users per day, and 2 users on a weekend day. The risk could be seen as being transferred to the highway due to the proposal includes walkers using approximately 100m of 60mph road which has no footway, has a blind bend and a hump back bridge.</p>	<p>The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.</p> <p>An automatic traffic count indicates that the road bridge is subject to low volumes and speeds of traffic. This scheme has been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.</p>
2	Strategic stakeholder (Colchester Borough Council)	Alternative route / status	The funding required to provide these diversions should be used to provide enhanced alternatives in the Wivenhoe area where there is a higher risk and a greater level of usage.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. The level crossings within the scheme are generally considered to

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				have a suitable alternative existing means to cross the railway.
2	Strategic stakeholder (Wakes Colne Parish Council)	Loss of public right of way / Severance of popular route or amenity	The connectivity with the countryside for local residents and walkers would be greatly reduced.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (Wakes Colne Parish Council)	Safety concerns	Increased and unacceptable risk for users if the red route was implemented. Network Rail would be expecting users of the existing footpath to exchange a low risk walk over a field and a single track railway line for a walk along a 60mph road which has no footpath, poor visibility in places, particularly the hump back bridge which becomes impassable for pedestrian during heavy rain at the foot of the bridge.	An automatic traffic count indicates that the road bridge is subject to low volumes and speeds of traffic. This diversion has been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Strategic stakeholder (Wakes Colne Parish Council)/Member of the public	Retain the level crossing / level crossing is safe	The branch line is a single track with two trains an hour which we understand do not exceed 50mph.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholder (Wakes Colne Parish Council)	Diversion route too long / unpleasant	The proposed blue route up one side of a field/wood, across a road and back down the opposite side of the wood is a pointless diversion which is inconvenient for users of the footpath on the west to east route.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (Wakes Colne Parish Council)	Loss of public right of way / Severance of popular route or amenity	It is the access route for Chappel and Wakes Colne Station and onward travel to London, Norwich and the Anglia rail network.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (Colchester Borough Council, Councillor)	Loss of public right of way / Severance of popular route or amenity	Detrimental effect on recreational footpath use.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Strategic stakeholder (Bures St Mary Parish Council chairman) Local access, user, or interest group (Footpath Secretary for the Ramblers in	Retain the level crossing / level crossing is safe Diversion route too long / unpleasant	This rail line only has 38 trains a day, the crossing is relatively safe at D11 (compared to crossing E57 which has 94 trains and is B4 and is staying open). This diversion adds almost 1km to the length of the route and involves walking up one side of the railway and back on the other.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Colchester) Local access, user, or interest group (Mount Bures Footpath Society) Local access, user, or interest group (Mount Bures Footpath Society)			The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Member of the public Local access, user, or interest group (Footpath Secretary for the Ramblers in Colchester)	Alternative route / status	Walking from path 10 in the west and heading for the railway station, the natural route is path 11, the rail crossing, path 13 and Spring Gardens Road. It is 350 metres longer than the road but safer, more rural and more pleasant. I think it unlikely that a further 950 metres could be weighed the same.	This route still entails the level crossing remaining open. Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Members of the public Local access, user, or interest group (Ramblers)	Environmental impact	The requirement for a large amount of trespass proof fencing will cause a significant barrier to the wildlife in the area.	Fencing has been kept to a minimum and it is intended to prevent accidental encroachment into railway land by dogs etc. The proposed fencing will not cause a significant barrier to wildlife in the area.

E51 – Thornfield Wood				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Ramblers)	Safety concerns	The proposed railway crossing is via the hump back bridge on the lane from Jankes to Fisher. This bridge does not have any pedestrian refuges and the verges are unlikely to be cut very often.	An automatic traffic count indicates that the road bridge is subject to low volumes and speeds of traffic. This diversion has been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.

E52 – Golden Square

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholders (Bures Hamlet Parish Council) / (Mount Bures Parish Council)	Safety concerns Retain the level crossing / level crossing is safe	The alternative routes proposed would considerably increase the safety risk to pedestrians. The closure of this pedestrian rail crossing would have no effect on the efficiency of the service. Here the only concern is pedestrian safety. There have been no reported incidents on this crossing. Visibility in both directions is excellent, the crossing is properly signed. All down trains are slowing when passing the crossing to stop at the station.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
1	Round 1 Consultation Questionnaire	Alternative route / status	Move EX/152/7 to the northern field boundary and intersecting with the new 'red' route as i have marked on the attached plan in "green". [interpretation - follows red route southwards from Flint Field Farm, turns west at southern boundary of Beak Farm buildings to join with main road, north of Inworth Lane. Re route continues towards E52 Golden Square LX as per red route on plan]	152/7 has been relocated to the northern field boundary and the current proposals are shown on the design freeze plan
1	Landowner	Alternative Route / status	Established that an alternative route is possible using the adjoining farm land and the field headland. Landowner confirmed that this is currently used by many locals who access the crossing and creates a circular route.	Noted
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Proposed diversion creates a significant barrier to east-west crossing. Relatively easy to facilitate a simple foot bridge instead.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				fall into a later NR funding period if deemed appropriate.
2	Strategic stakeholder (Essex County Council)	Diversion route too long / unpleasant	ECC and CBC objection due to the length of the diversion.	An additional proposed footpath has been added which goes south to reduce the distance of the diversion for users.
2	Strategic stakeholder (Colchester Borough Council)	Alternative route / status	The funding required to provide these diversions should be used to provide enhanced alternatives in the Wivenhoe area where there is a higher risk and a greater level of usage.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public Strategic stakeholder (Colchester Borough Council)	Diversion route too long / unpleasant Safety concerns Retain the level crossing / level crossing is safe	Closing this crossing would mean walkers having to traverse a farmer's field and then return on a narrow country lane, used extensively by vehicles from a local livery business. The proposal adds 1800m to the existing route. Network Rail calculate the risk to be 'low' due to number of users, low number of trains and no reported incidents. A study showed on average on a week day there were 4 users per day, and no users on a weekend day. The risk could be seen as being transferred to the highway due to the proposal includes walkers using approximately 1000m of 60mph road which has no footway.	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. An additional proposed footpath has been added which goes south to reduce the distance of the diversion for users. The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				be outside the scope of NR's current phase of works.
2	Member of the public	Enhancement	The area identified on the attached map is used for shooting and is a 'cover' area for the roaring of birds. It will be essential to ensure walkers on the proposed path are not subject to risk from the discharge of firearms.	The landowner has not raised any issues regarding this
2	Members of the public Strategic stakeholder (Colchester Borough Council) Local access, user, or interest group (Sudbury Ramblers Group) / (Mount Bures Footpath Society) / (Essex Area Ramblers)	Safety concerns	The long length of public highway being substituted for a short field route, and the use of a dangerous narrow road bridge on a sharp bend: both add danger to pedestrians.	An automatic traffic count indicates that the road bridge is subject to low volumes and speeds of traffic. This diversion has been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Member of the public	Proposal will result in loss of privacy	Proposal routes a new footpath along the boundary of their property. Objection to this as they have a right to maintain privacy and security. The footpath will allow the entire rear garden to be openly displayed, especially in winter months.	The property is screened by a landscaped buffer and a fence would further protect privacy and security

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Local access, user, or interest group (Footpath Secretary in Colchester District for the Ramblers) Local access, user, or interest group (Essex Area Ramblers)	Retain the level crossing / level crossing is safe	This rail line only has 38 trains a day, the crossing is relatively safe at D11 (compared to crossing E57 which has 94 trains and is B4 and is staying open).	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Local access, user, or interest group (Footpath Secretary in Colchester District for the Ramblers) (Essex Area Ramblers)	Loss of public right of way / Severance of popular route or amenity	Would lose views of the primrose bank in the cutting which is a highlight of the local walks at the right season; the surrounding routes are neither as direct not as beautiful.	Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. It is considered that walkers should not delay in their crossing of the railway.
2	Members of the public Strategic stakeholder (District Councillor) Local access, user, or interest group (Ramblers) (Footpath Secretary in Colchester District for the Ramblers) (Colchester and Tendring Ramblers Member of the public/Sudbury	Diversion route too long / unpleasant	This diversion at almost two kilometres. is much too long	An additional proposed footpath has been added which goes south to reduce the distance of the diversion for users.

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Ramblers Group) (Member of the Mount Bures Footpath Society) (Essex Area Ramblers)			
2	Members of the public Local access, user, or interest group (Ramblers) / (Essex Area Ramblers)	Loss of public right of way / Severance of popular route or amenity	The useable connection to EX/152/8 is lost, as well as the direct east – west link. (EX146-24 to EX152-18)	EX/152/08 is retained and is usable to connect to the proposed footpaths which go north and south from the level crossing. East/west connectivity is retained via the diversion.
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Safety concerns	Dowling Road is narrow (no white lines) and has no pavements and no verges. Fordham Road is also narrow (no white lines) with some verges for some parts of the length, often alongside mature hedges. Network Rail have not made any provision for an off-road route instead of this on-road walking.	Existing footpaths EX146/12 and EX/146/15 terminate at Dowling Road and users currently make use of road walking and cross the railway using the road bridge. The proposals will continue to make use of this arrangement.

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
3	Strategic stakeholder (Mount Bures Parish Council)	Diversion route too long / unpleasant	Walk an extra 1.5 to 2 miles in order to access the Dowling Road, Road Bridge and in so doing the residents will have to walk along roads where there are no pavements or footpaths and in winter NO LIGHTS, this is reckless and dangerous!	Users can now access the road bridge from the west without the need for road walking by using the proposed diversion. Users previously accessing bridleway EX/146/35 from footpath EX146/21 will have an additional 270m of road walking when reaching the bridleway from the road bridge in the north. A road safety audit has not highlighted any issues with the proposals. It is not ECC policy to light rural roads.
3	Strategic stakeholder (Mount Bures Parish Council)	Safety concerns	The bridge crossing in itself is narrow and humped resulting in a blind spot for car drivers- excessively dangerous for pedestrians.	An automatic traffic count indicates that the road bridge is subject to low volumes and speeds of traffic. This diversion has been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
3	Strategic stakeholder (Mount Bures Parish Council)	Retain the level crossing / level crossing is safe	We are not aware of any Goods Trains using this line on an infrequent basis let alone frequent one. The line is a single track from/to Marks Tey and Sudbury. There are only two trains per hour making a total of 4 trips along the line, the entire journey takes 20 minutes. At peak times the trains have two coaches and at non peak times they are reduced to one. The relevant stretch of line is fairly straight	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E52 – Golden Square				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			and affords all pedestrians and train drivers with good visibility along the track.	

E54 – Bures

E54 - Bures				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Safety concerns	Concerns about alternative use of roads.	It is assumed this comment relates to the underbridge. A new footway under the bridge has been incorporated into the design freeze proposal
		Alternative route / status	Alternative proposal linking to the underpass south of the level crossing to connect to Normandie Way could be an alternative option.	This option was discounted to the impacts on high amenity private land
1	Strategic stakeholders (Bures Hamlet Parish Council) / (Mount Bures Parish Council) / (Wakes Colne Parish Council) / (Alphamstone & Lamarsh Parish Council)	Safety concerns Retain the level crossing / level crossing is safe	The alternative routes proposed would considerably increase the safety risk to pedestrians. The closure of this pedestrian rail crossing would have no effect on the efficiency of the service. Here the only concern is pedestrian safety. There have been no reported incidents on this crossing. Visibility in both directions is excellent, the crossing is properly signed. All down trains are slowing when passing the crossing to stop at the station.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Strategic stakeholders (Bures Hamlet Parish Council) / (Wakes Colne Parish Council)	Retain the level crossing / level crossing is safe	The proximity of this level crossing to the station means that trains approaching in either direction are travelling at a low speed where there is good visibility.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

E54 - Bures				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Strategic stakeholders (Bures Hamlet Parish Council) / (Wakes Colne Parish Council)	Safety concerns	Diverting pedestrians to the footpath under the existing roadbridge where there is no pavement and bad visibility.	A new footway under the bridge has been incorporated into the design freeze proposal
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	Closing the level crossing would ruin local walking routes.	Connectivity for walking routes is maintained via the public footway network
2	Local access, user, or interest group (Dedham Vale AONB and Stour Valley Project)	Loss of public right of way / Severance of popular route or amenity]	This footpath is a part of the recreation offer within the Stour Valley Project Area. Changes to the walking experience should be assessed and any revised route should not be of lesser quality.	It is considered that usage of the existing roads is a feature of the current use of the PROW and recognised that the loss of the short length of PROW will necessitate more use of this network
2	Local access, user, or interest group (Dedham Vale AONB and Stour Valley Project)	Retain the level crossing / level crossing is safe	The proposed alternative would introduce an unacceptable increase in walking adjacent to the road and extra distance.	Depending on direction of travel it is noted that a maximum diversion length of approximately 360m would be introduced. It is not possible to reduce this maximum length but safety improvement measure have been added in the form of new footways at the Station Hill bridge
2	Local access, user, or interest group (Dedham	Alternative route / status	Consider keeping the other nearby existing crossings open so that walkers can make	This would not be part of a closure remit of the works

E54 - Bures				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	Vale AONB and Stour Valley Project)		individual decisions on whether they cross the line at this site or another.	All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Local access, user, or interest group (Dedham Vale AONB and Stour Valley Project)	Enhancement	Network Rail should be responsible for waymarking the new route as footpath and promoted routes such as the Stour Valley Path, using similar waymarking as the existing route.	This will form part of the final proposals to be agreed with ECC
2	Members of the public (Member of The Ramblers (Sudbury Group)) (Member of The Ramblers (Essex Group))	Diversion route too long / unpleasant Safety concerns	This diversion involves road walking as opposed to walking along a lovely designated footpath. The route also includes a short stretch on Colne Road/ Parsonage Hill where there is only a grass verge. Closing the level crossing increases the safety risk for both pedestrians and drivers as this roadside route has a greater potential for vehicle-pedestrian conflict	It is noted that a small section of footpath would be removed A new footway under the bridge has been incorporated into the design freeze proposal
2	Member of the public	Upgrade level crossing facilities	If Network Rail is concerned about the crossing, why does it not install additional warning equipment or provide a bridge or underpass?	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.

E54 - Bures				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Member of The Ramblers (Essex Group))	Consider development proposals	As the western end of footpath 30 would be closed, this proposal is also contrary to the rights of way improvement plan – as the public right of way network is being reduced.	The proposal is supported by ECC who have given consideration to the overall affect on the PROW network
2	Strategic stakeholder (Essex County Council)	Safety concerns	Issue raised about the lack of a footway beneath road bridge.	A new footway under the bridge has been incorporated into the design freeze proposal

E56 – Abbotts

E56 - Abbotts				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Alternative route / status	<p>Footpath should go from Chapel Croft [in a north easterly direction] across the road [bridge] by Glebe [cottages] NOT along the line of the railway. Then it should go over the railway on road and take red route SE across footpath 28 to the [junction of FP42 with] footpath 49.</p> <p>Extend the PROW in a South Westerly direction to the road crossing ay Ardleigh, provision of footway on sections of route with no footway at present.</p> <p>Footpath 27 should be altered to run from Channel Croft to the NE corner of the field by Glebe Bridge. 2. A new path should be established as shown (solid red line) from Little Bromley Road by Glebe Cottages, to the South East end of footpaths. 3. Those sections of FP 28 and 42 lying west of the new (RED) path should NOT be extinguished, because residents of the houses to be built on Notcutt's site would find them a valuable amenity.</p>	<p>To remove road walking the route follows the railway on the west side of the railway. The route along the east side of the railway has been removed in favour of the red route described.</p> <p>The use of the existing footpath 49 is appropriate without the need to take further private land as suggested.</p> <p>The cross field route was not taken forward to minimise effect of private business, ECC do not support the maintenance of dead end routes and there is no perceived amenity value in providing a route to the closed level crossing.</p>
1	Landowner	Landowner consultation	Landowner is not content with the proposal for a new right of way across his land. At present they feel their land is inundated with public rights of way, which already causes problems as the land is arable (at time of meeting land currently is used for peas). Landowner would favour the option of extinguishing the public	This point has been partially taken on board with additional field margin routes provided. The extinguishment of cross field routes

E56 - Abbots				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			rights of way directly leading to the crossing and diverting the footpath around their land using the field boundaries, this would benefit them and reduce the compensatable impact should the scheme be implemented.	is now greater than the new cross field routes proposed.
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principle for the red route but safety over bridge to be considered	A road safety audit has not raised any issues with use of the road bridge.
2	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC support in principle for the route but safety over bridge to be considered also should consider field margin walking to reduce amount of road walking	A road safety audit has not raised any issues with use of the road bridge.
2	Local access, user, or interest group (Stour Walking Group Hike Essex)	Support subject to conditions	Only support the closure if NR are going to re-open Ardleigh station so that walkers can come by train and not have to rely on the motor car. Proposed new rights of way on your map would create extra walking opportunities with the re-opened station.	The opening of new stations does not form part of this project
2	Members of the public Local access, user, or interest group (Essex Area Ramblers)	Safety concerns Diversion route too long / unpleasant	The proposed diversion routes add distances of 600+ metres / 5+ minutes along busy Station Road or along the railway line & onto Little Bromley Road with its narrow hump-backed bridge, with no pavements or verges. Both these routes are longer, less convenient, less enjoyable and less attractive with traffic / train noise & pollution and the potential for vehicle-pedestrian conflict. IF the stoplights cannot be made to work, a footbridge should be provided.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR

E56 - Abbots				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				funding period if deemed appropriate.
2	Local access, user, or interest group (Essex Area Ramblers)	Provision of bridge / underpass	It's time that there was a footbridge here to give people in Ardleigh back their access to the countryside for short local healthy walking including dog walking. It seems incredible in this technological age that the mini-stop lights installed at the crossing have never functioned.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
3	Landowner	Landowner consultation Environmental impact	Landowner does not object to the new footpath on their land but they have concerns for the safety of walkers due to the line of poplar trees along the boundary of the field. They think it is best if they are all felled before the route is established. If NR would fell them onto their land they would clear them up. As they are adjacent to the railway it would require NR's involvement. There has been some previous problem with branches from these trees.	These measures can be considered further if appropriate
4	Landowner	Retain Level Crossing / Alternative Route / Health and Safety Concerns	Preference for the level crossing to remain open as feels there is no benefit to relocating the footpath into his field as this will pose the same health and safety implications. No alternative route provided.	The fields either side of the crossing already have cross field PROW routes through them, which are being diverted to alternative routes.

E57 – Wivenhoe Park

E57 – Wivenhoe Park				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Enhancement	The intention is to retain a pedestrian stile at this crossing and close the farmer's gate. However, this links two cycle ways not illustrated on your map which is out of date. I therefore ask that the stile be adapted to DDA standards so that prams/wheelchair/cycles can access a route that is used on a daily basis by staff and students at the University of Essex.	A cycle friendly gate is to be provided to replace the stile
1	Landowner	Upgrade level crossing facilities	Landowner expressed interest in the crossing and advised they need to keep the vehicle rights as to be able to access his land either side. Landowner explained the need for requiring vehicle access to the crossing as without the crossing his land over the crossing would be land locked.	Discussions have been undertaken with the landowner by Network Rail. Noted that landowner would accept alternative access
1	Round 1 Consultation Questionnaire	Provision of bridge / underpass	Provide tunnel or bridge	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
1	Round 1 Consultation Questionnaire	Upgrade level crossing facilities	Chair of the Essex Access Forum (EAF) at the University of Essex - Alternative required for mobility-restricted walkers. Consider a side gate to replace the stile and the larger gate as an alternative, thus still restricting vehicular access (other than all-terrain chairs etc) but allowing pedestrians and cyclists through?	A gate is to be provided to replace the stile. The crossing remains open for footpath use and dismounted cyclists.

E57 – Wivenhoe Park				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Essex County Council)	Support subject to conditions	ECC and JT would support the proposals if the Accessible Gate is delivered as part of the scheme.	A gate is to be provided to replace the stile. The crossing remains open for footpath use and dismounted cyclists.
2	Strategic stakeholder (Essex County Council)		CBC no objection	Noted
2	Landowner	Landowner consultation	The path from the south is too narrow and overgrown to take modern farming machinery and very well used by walkers and cyclists.	Noted
2	Strategic stakeholder (Colchester Borough Council)	Support aspect(s) of proposal	Support retaining a crossing facility for walkers and improving the access for cyclists.	Noted – the proposals incorporate this
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	The crossings is well used and its part of the countryside, life and history. The crossing is not as unsafe for users. It is used for walking, cycling and running - physical exercises promoted by government.	The crossing remains open for footpath use and dismounted cyclists.
2	Strategic stakeholder (Councillor CBC)	Support aspect(s) of proposal	This change to cycle friendly gates would be very welcome by many residents.	Noted

E57 – Wivenhoe Park				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Chair of the University of Essex Access Forum and founder of 'Walk Colchester')	Enhancement Accessibility of proposal	Concerned generally that accessibility for disabled walkers, chair users and users of all terrain vehicles (such as scooters and trikes) have not been actively considered and provided for. They have needs that coincide with cyclists but are not identical. 'Cycle-friendly' options may still exclude, or create difficulties for disabled visitors to the countryside. The alternatives are not cumbersome or expensive; they simply require proactive planning.	No changes are proposed to the routes which are provided by ECC
2	Landowner	Landowner consultation Accessibility of proposal	Landowner between the railway line and the river, notes that it is considered for either practical or legal reasons that an alternative access is not possible. Strongly objects to a closure of their vehicular rights.	Discussions have been undertaken with the landowner by Network Rail.
2	Members of the public	Loss of public right of way / Severance of popular route or amenity	This level crossing is a key conduit for those who use zero-carbon emission transport to commute between the village of Wivenhoe and the University of Essex in Wivenhoe Park. It is well established that walking beside a waterway for 20 minutes a day enhances mental health. But in order to use this route, we need to be able to make use of this level crossing. This crossing is essential for staff and students at the University of Essex to travel safely and comfortably to work.	The crossing remains open for footpath use and dismounted cyclists.
2	Member of the public Local access,	Accessibility of proposal	The diversion of vehicles would take them onto a designated cycle way/footpath along which it is illegal to drive vehicles.	Private rights to use the cycleway for the

E57 – Wivenhoe Park				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	user, or interest group (Tendring Ramblers)			occasional vehicle will be required
4	Landowner	Alternative Route	<p>Substantial farming interest of 1,500 acres principally to the east of the line. Uses crossing to access a strip of land in his ownership that sits between the River Colne and NR land. He has agricultural entitlements on this land which require maintenance.</p> <p>A cycle way runs through the land along the river bank and Sustrans use the crossing to access with vehicles to maintain and the EA have historically used the crossing to maintain the sea wall. Landowner requires an alternative route of access to his land in order to maintain.</p>	An alternative vehicular access route is now proposed to the west of the railway for authorised users.
4	Landowner	Retain Level Crossing/Enhancement	Preference for the Level Crossing to remain open to pedestrians and cyclists and for new cycle gates are installed.	Design updated to retain pedestrian and cycle access to the level crossing with new cycle friendly gates.

H01 – Trinity Lane

H01 – Trinity Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Retain the level crossing / level crossing is safe Proposal will result in loss of privacy	It's a straight stretch each way so people using it correctly should be in no danger. A footbridge would not be welcomed as people would see into their communal garden which we use regularly. I feel this would be an invasion of privacy.	The crossing is retained for bridleway use
2	Members of the public Local access, user, or interest group (Member of Essex Ramblers Executive Committee)	Upgrade level crossing facilities	Request for improvement of the pedestrian wicket gates as they are currently in a poor state and make the visibility from the Trinity Lane side (rather than Lee Valley side) difficult.	New bridleway gates and mounting blocks are to be provided..
2	Member of the public	Loss of public right of way / Severance of popular route or amenity Accessibility of proposal	This level crossing is used all day every day of the week by the whole community and would be a great loss, we have no other local place to cross the railway and will make the park inaccessible for the elderly and disabled.	The crossing is retained for bridleway use
2	Member of the public	Support subject to conditions	Agree with the proposal, providing there is no attempt to close the footpath right of way at this point.	The final proposal maintains a pedestrian right over the level crossing.

H02 – Cadmore Lane

H02 – Cadmore Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation	Cadmore Lane crossing is of no great interest to the Park and therefore have no issues with the closure of the crossing as per Network Rails proposals.	Noted

H03 – Slipe Lane

H03 – Slipe Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Enhancement Landowner consultation	The Park are concerned that with Slipe Lane crossing closed this will then mean the property owners would require permanent legal access through the Parks land, whereby this poses implications to the footpaths within the Park, thereby allowing vehicles to use as a legal right of way.	H03 will be closed to motorised users, with the footpath use remaining. AT H03 motorised users will be diverted by Wharf Road to the north. It is proposed to provide formal rights for the two cottages over Lee Valley land
2	Member of the public	Support subject to conditions	In favour providing there is no attempt to close the level crossing footpath right of way at this point.	The final proposal maintains footpath access over the railway at this level crossing.
4	Local access, user or interest group (Lee Valley Regional Park Authority)	Retain Level Crossing	Preference to retain Level Crossing as do not want to lose land or any rights.	The proposals do not include any loss of land or physical creation of new routes. It is proposed that a new right of access over existing hard surfaced tracks is granted to registered users to serve the dwellings located within the Park. It is understood that these users already use this alternative existing route via Wharf Road crossing.

H04 – Tednambury

H04 - Tednambury				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation	Landowner confirmed that existing public path causes significant problems with trespassers, walkers, motorbikes etc. This is enhanced when livestock is put into the field. The landowner also confirmed that shooting on the land takes place predominantly to control rabbits as a result of historic woodland and they are working with the Local Environment Agency to ensure the rabbit population is controlled. Landowner confirmed that the southern route was not favourable and they did not want the blue route running up their drive to connect into the existing footpath. They suggested the complete extinguishment of the footpath and level crossing as there are a significant number of footpaths in the local area which are used above and beyond the footpath running through their property.	The footpath provides an important link from the east to the wider PROW network and river front. The landowner points have been partially taken on board with retention of the existing footpath to the west of the railway, a new footpath in Network Rail land and onward route to the south away from the residential dwellings
2	Member of the public	Diversion route too long / unpleasant	The railway and river form a North-South barrier for walkers; there is not a good public alternative to this level crossing, and those alternatives involve leaving the countryside to enter built-up areas.	The final proposal represents only a short diversion along new PROW routes with high amenity value (increased views of river etc)
2	Members of the public Local access, user, or interest	Loss of public right of way / Severance of popular route or amenity	Protect our countryside's amenity use and do not close this level crossing, it is used by many local walking groups.	The final proposal represents only a short diversion along new PROW routes with high amenity value (increased views of river etc)

H04 - Tednambury				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	group (Sawbridgeworth U3A Group)			
2	Member of the public	Alternative route / status	Alternatively gain public access over the farmer-owner bridge from the nearby layby on the A1184 please.	This has been considered and incorporated in the final proposal.
2	Local access, user, or interest group (The Ramblers)	Alternative route / status	It would be better to divert the footpath west of the railway to run along the access road to the farm. This would link better with Footpath 4. It would also take the path out of the farmer's arable field.	Consideration of this was taken. This right of way would be beyond the scope of this project.
2	Local access, user, or interest group (U3A (Thorley) Walking and Strollers Group & Bishop Strotford WI)	Enhancement	Hope that the path from the lock at the Tednambury can be kept open for views of the river.	The final proposal represents only a short diversion along new PROW routes with high amenity value (increased views of river etc)
2	Member of the public	Safety concerns	Danger of sharing the bridge with vehicles.	The road is an existing private track with good forward visibility and low levels of use
2	Members of the public	Support subject to conditions	The proposed route is logical, provided that the new footpath is agreed with the landowner.	Consultation with the landowner undertaken.

H04 - Tednambury				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
4	Landowner	Retain Level Crossing / Alternative Route / Health and Safety Concerns	<p>Preference to retain Level Crossing due to high volumes of footfall during the warmer months, both ramblers and families.</p> <p>Concerns that the bridge is not suitable to be shared by both vehicles and pedestrians, it has a blind summit, no lighting and there is no space for pedestrians to step back should traffic be forthcoming. The bridge is also utilised by larger vehicles such as rubbish collector trucks and oil tankers.</p>	The bridge serves a handful of residential properties and farm. It's use is therefore light. Its shared use is therefore not considered a safety issue
4	Landowner	Retain Level Crossing/Enhancement / Alternative Route / Health and Safety Concerns	<p>Preference to retain level crossing or install footbridge.</p> <p>Although the existing bridleway is located within their ownership, it is grazing land. The new PROW is through land surrounding their property including part of their driveway. Concerns regarding security and public access to land which could have health and safety implications due to their livestock and free roaming dogs.</p> <p>Alternative route suggested where the existing footpath on the other side of the river is utilised taking you north towards Spellbrook lane, where there is a</p>	<p>The existing PROW runs through their land. The access track serves a number of dwellings.</p> <p>The alternative suggestion is a diversion route of nearly 2km, and is not reasonable when a more convenient crossing of the railway exists. The route to the south is even longer.</p> <p>The powers sought via the TWAO would create a public right of way (for pedestrians) over the access road and bridge.</p>

H04 - Tednambury				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			<p>barrier crossing or in the opposite direction to the south towards Kecksys farm, where there is a more suitable bridge across the railway line.</p> <p>Clarification requested regarding the existing right of way over the bridge and part of their driveway, which they understand is for the use of the current occupiers and service providers only not the public.</p> <p>Concerns that the bridge is not suitable to be shared by both vehicles and pedestrians, it has a blind summit, no lighting and there is no space for pedestrians to step back should traffic be forthcoming. The bridge is also utilised by larger vehicles such as rubbish collector trucks and oil tankers.</p>	<p>The bridge serves a handful of residential properties and farm. It's use is therefore light. Its shared use is therefore not considered a safety issue.</p>

H05 / H06 / H09 – Pattens / Gilston / Fowlers

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation	Landowner advised that the land to the west of the crossing was of importance to him in case of future property development. Landowner has suggested his solution, which was proposed originally combining the footpath from Pattens and Fowlers, utilising the existing underpass and joining the road network. Landowner is happy to engage with Network Rail and would like to see the level crossings closed should a feasible solution be presented and reasonable compensation paid.	The use of the underpass has been taken forward.
2	Local access, user, or interest group (Bishop's Stortford and District Footpaths Association)	<p>Loss of public right of way / Severance of popular route or amenity</p> <p>Accessibility of proposal</p> <p>Support aspect(s) of proposal</p> <p>Environmental impact</p>	The Thorley crossings are used as part of the fortnightly Monday Hertfordshire short circular Health walks. These walks are intended for persons with health issues, for rehabilitation following illness, to get persons, often elderly, outside their residences into the open to breathe fresh air, and for sociability. The participants, again do not go out wearing walking boots, they are looking to gain some fitness in both mind and body and need sure footing and a 'safe' environment. They do not want, and shouldn't have to be walking along a road shared by vehicles - this is not a safe environment. Thorley Wash is a wet-lands nature reserve and the proposed alternate route would utilise the private paths through the Reserve. On the surface this appears a good alternative - the paths are raised, but, the area is a 'wetland' and is subject to flooding throughout the year. The proposed route utilises a low underpass bridge which is constantly wet even in summer. Although walking through the Wash is a	<p>Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.</p> <p>The final proposal has minimised road walking as far as reasonably practicable with all such walking on existing footways</p> <p>Access to the Thorley Wash area is maintained and PROW established within the nature reserve.</p>

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			good experience and pleasant addition to the walking calendar it is simply not a suitable alternative route for all occasions throughout the year.	
2	Landowner	Environmental impact Alternative route / status	The proposed route for H09 is too close to the water which is a water vole re-introduction site. A better route would be against the railway line.	A significant part of the diversion route has been amended to run along the railway corridor
2	Members of the public Local access, user, or interest group (Several Members of Sawbridgeworth U3A Group) / (U3A (Thorley) Walking and Strollers Group & Bishop Strotford W1)	Loss of public right of way / Severance of popular route or amenity	Many people use the public rights of way connecting A1184 with the towpath to the Story Navigation. It is vital that these amenities are not lost to the many walkers that use H05 & H06 such as the Sawbridge U3A Country Walking Groups. Regular users of the public right of way connecting Tednambury Lock to the A1184.	East – west access would be maintained through the use of the underpass.
2	Members of the public Local access, user, or interest group (Several Members of Sawbridgeworth U3A Group) (U3A (Thorley) Walking and Strollers Group & Bishop Strotford W1)	Accessibility of proposal Diversion route too long / unpleasant	Option A is unsuitable in its present condition and most likely worse in winter. Diversion very long and involves road walking	The proposed route beneath the railway would be made suitable and the detail of the PRoW would be agree with the HCC PRoW officer at detailed design.

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	(Member of Essex Ramblers Executive Committee)			<p>The underpass would be subject to improvements to improve drainage and safety of users.</p> <p>The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.</p>
2	<p>Members of the public</p> <p>Local access, user, or interest group (Ramblers Footpath Secretary for Bishop's Stortford and Thorley)</p> <p>(Bishop's Stortford and District Footpaths Association)</p> <p>(U3A (Thorley) Walking and Strollers Group & Bishop Stortford W1)</p> <p>(Member of Essex Ramblers Executive Committee)</p>	<p>Support aspect(s) of proposal</p> <p>Accessibility of proposal</p>	<p>Consider option A to be a better option than B, but it will add another 0.8km to the existing route. In its favour it would provide a useful new right of way linking Thorley 007 to Thorley Wash Nature Reserve and Thorley 022. The main concern with this option is the use of an existing underpass which apart from the headroom issue that you are investigating could be subject to flooding. On recent inspection, despite a period of dry weather, standing water was evident. Use of a cattle tunnel is unacceptable; it is prone to flooding; the floor is level with the water table.</p>	<p>The proposed route beneath the railway would be made suitable and the detail of the PRow would be agree with the HCC PRow officer at detailed design.</p>

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	<p>Members of the public</p> <p>Strategic stakeholder (Thorley Parish Council)</p> <p>Local access, user, or interest group (Ramblers Footpath Secretary for Bishop's Stortford and Thorley)</p> <p>(Bishop's Stortford and District Footpaths Association)</p> <p>U3A (Thorley) Walking and Strollers Group & Bishop Stortford W1)</p> <p>(Member of Essex Ramblers Executive Committee)</p>	<p>Safety concerns</p> <p>Diversion route too long / unpleasant</p>	<p>Option B is totally unacceptable given the distance that the diversion will add to the route - the figure of 0.8km is conservative. In addition, there are serious concerns with the risk that pedestrians will be exposed to if they are routed alongside the busy A1184. The southern route is particularly risky, as pedestrians would be directed along Spellbrook Lane East - a narrow, poorly lit lane which lacks a pavement as is frequently used as a 'rat-run' for motorists accessing the A1060 (Bishop's Stortford to Hatfield Heath Road)</p>	<p>Option A has been taken forward in the final proposals.</p>
2	<p>Members of the public</p> <p>Local access, user, or interest group (U3A (Thorley)</p> <p>Walking and Strollers Group & Bishop Stortford W1)</p> <p>(Member of Essex Ramblers Executive Committee)</p>	<p>Safety concerns</p> <p>Loss of public right of way / Severance of popular route or amenity</p>	<p>Closure of the right of way without making other arrangements is not acceptable. Rerouting a footpath along a busy road is dangerous, when the next crossings is so far away. Spellbrook Lane has no pavements.</p>	<p>Option A has been taken forward in the final proposals. The length of road walking is reduced and is all on existing footways.</p>

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Landowner	Environmental impact	Concern about proposal to move public right of way to a permissive path on private land (Thorley Wash Nature Reserve). The reserve is a site of special scientific interest and since 2015 has a population of water voles. This is therefore a sensitive habitat. We are concerned about increased visitor numbers.	Ecological constraint surveys have been undertaken and consultation is ongoing with the Essex and Herts Wildlife Trust regarding the concerns.
2	Landowner	Accessibility of proposal	Concern over the loss of agreed emergency access to Patterns and Fowlers crossings.	This landowner has no existing rights to use Fowlers crossing.
2	Members of the public Local access, user, or interest group (U3A (Thorley) Walking and Strollers Group & Bishop Stortford W1)	Provision of bridge / underpass	Tunnel or footbridge should be added as an alternative.	Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate.
2	Members of the public Local access, user, or interest group (Member of Essex Ramblers Executive Committee) (Ramblers Footpath Secretary for Bishop's Stortford and Thorley)	Retain the level crossing / level crossing is safe	Question the need to close the crossings on safety grounds - there is good visibility in both directions at this crossing. It is more dangerous crossing the road than this rail crossing.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Alternative route / status	An alternative would have been to keep the level crossing open between the two footpaths No's 001 and 010 and known as H09 Fowlers and using the track off track 022 at the foot of footpath No10 to connect the two.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. All level crossings pose a risk. A rationalisation of level crossings at this stage will facilitate development of future proposals for grade separated crossings of the railway at appropriate locations.
2	Members of the public Local access, user, or interest group (Member of Essex Ramblers Executive Committee)	Upgrade level crossing facilities	If other crossing can be upgraded to meet safety standards why cannot this one?	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Local access, user, or interest group (Ramblers Footpath Secretary for Bishop's Stortford and Thorley)	Alternative route / status	Alternative suggestion; as H09 – Fowlers is a private crossing and its closure is still under consideration. If the decision is to keep the crossing open then suggest this could be used as a PRow and be a much better diversion than the underpass. Using the track opposite Fowlers crossing (to the north of Woodview) to access London Road would be less than half the diversion length. This would be acceptable. Using Fowlers for Option B would remove the need to walk alongside a main road and significantly improve the safety of footpath users.	The final proposals include the closure of H09 Fowlers

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			The Option B diversion to be about 900 metres. Using Fowlers would be 300 metres.	
2	Members of the public	Alternative route / status	It would also be better to divert the track at the bottom of the footpath No 010 along the track to the east of the main road rather than have walkers using a busy main road.	This suggestion has been incorporated into the final proposals
3	Landowner	<p>Landowner consultation</p> <p>Accessibility of proposal</p> <p>Environmental impact</p> <p>Consider development proposals</p>	<p>1. Fowlers H09 is used to remove their livestock in the event of the southern part of their site becoming flooded. It is used for emergency veterinarian access. Fowlers H09 is also used for their maintenance machinery, usually an excavator which comes to do ditching work in the winter when any southern route is impassable. Ditching must be done in the winter to comply with SSSI requirements.</p> <p>2. Who owns the existing footbridge between their land and the landowner's and who would become liable for it in the future?</p> <p>3. Worries about their existing permissive path becoming damaged by additional footfall if it were to become a PROW. Worried about their reputation as it is on their nature reserve.</p> <p>4. Worries over concerns of damage to watercourse and habitats if more dogs are brought onto the site due to the presence of the PROW.</p> <p>5. Worries over intensification of use if new housing development proposed for west of main road is built. Option A would give walkers a direct route from new development to nature reserve.</p>	<p>Consultation has been undertaken with all affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.</p> <p>Maintenance of new PROWs and bridges would be the responsibility of the Highway Authority.</p> <p>The landowner has no rights to use the private crossing at Fowlers.</p> <p>Ecological constraint surveys have been undertaken and consultation is ongoing with the Essex and Herts Wildlife Trust regarding the concerns.</p>

H05 / H06 / H09 – Pattens / Gilston / Fowlers				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
4	Landowner	Alternative Route / Safety Concerns	<p>Concerns over public access to land as the new ROW directs users towards Fowlers Crossing and landowners private access. Preference for footpath to be configured so that Fowlers crossing is avoided and for the proposed ROW east of the line to be routed along the northern boundary of Sisterton (residential property) to the south to run north to the existing underpass in NR land where possible.</p> <p>c.11 acres of scrub land between railway and A1184 is being promoted for residential development.</p>	<p>It is proposed to close H05 Fowlers to all users.</p> <p>The new PROW routes to the east of the railway make use of the existing underpass to cross the railway.</p> <p>Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.</p>
4	Local access, user or interest group (Herts and Middlesex Wildlife Trust)	Preference	Preference for both Level Crossings (H05 and H09) to follow Option B proposal.	Option B is the longer diversion route with greater length of footway walking by the road. Other stakeholders have expressed a preference for Option A and the use of the existing underpass to maintain amenity and convenience for users.

H08 – Johnsons

H08 - Johnsons				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Local access, user, or interest group (U3A (Thorley) Walking and Strollers Group & Bishop Strotford W1)	Support aspect(s) of proposal	It makes sense to close the redundant foot crossing as there is a bridge in existence.	No design action taken.

HA01 – Butts Lane

HA01 – Butts Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Round 1 Consultation Questionnaire	Upgrade level crossing facilities	Provide train timetable indicating the train times and directions of the few trains on that line at the crossing.	Timetable information cannot be shown due to potential changes in scheduled timetable.
1	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	Support for the closure of this level crossing, subject to agreeing solutions relating to the issues about lighting column (which will need to be removed), fencing and the extent of the path that will be stopped up.	The lighting column removal has been noted on the design freeze plan, fencing is shown on the plans
2	Members of the public Local access, user, or interest group (Member of The Ramblers (Brentwood Group))	Retain the level crossing / level crossing is safe	There has been a crossing here for many years with no incidents as the alternative. Also the trains are unable to gather too much speed as only just pulling out of/or slowing down for Emerson Park station.	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public	Traffic issues	By closing the level crossing you will increase the burden and traffic on the crossing between Woodhall Crescent and Burnway. This is already a poorly maintained crossing. The bridge crossing the railway in Woodhall crescent and the top of Burnway needs attention and regular maintenance. It is a very busy bridge, used by lots of people throughout the day and night, school children, people walking into Hornchurch and dog walkers going to St Andrews Park.	The crossing HA02 will also be closed. The footbridge is maintained by Essex and is deemed fit for purpose but any issues regarding this can be addressed with ECC at detailed design stage

HA01 – Butts Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Upgrade level crossing facilities	Suggestion that the money saved on maintaining the two crossings you propose to close be re-allocated to the remaining crossing so that it is kept in good repair for the benefits of the public.	This does not fit with the Promoters Objectives of removing the level crossing
2	Member of the public	Enhancement	The bridge needs to be swept regularly as the council does not do this as they state it is railway property, I have seen them clean up to both sides and not the crossing itself. There is often broken glass on the path. The bushes and trees need to be trimmed back as least twice a year as they obstruct the street lights, which makes the bridge very dark at night and potentially dangerous. The tarmac is broken and untidy so is the brick work which is damaged and has plants/weeds growing out of it.	The footbridge is maintained by Essex and is deemed fit for purpose but any issues regarding this can be addressed with ECC at detailed design stage
2	Members of the public Local access, user, or interest group (Member of The Ramblers)	Accessibility of proposal	We have always used this crossing as convenience for easy access to shops and the station. We have used this crossing for 30 years and we are only a few metres away.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.
2	Members of the public Local access, user, or interest group (Member of The Ramblers)	Loss of public right of way / Severance of popular route or amenity	The preferred option would result in a longer journey for my child who attends Emerson park School daily. It would also make a longer journey visiting her younger cousin in Maybush Road. I also use this crossing daily to walk to work in Emerson Park/Ardleigh Green.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity.

HA01 – Butts Lane				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public Local access, user, or interest group (Member of The Ramblers)	Diversion route too long / unpleasant	This is an extremely long diversion and unrealistic for most users.	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works.
2	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	Support for the closure of this level crossing, subject to agreeing solutions relating to the issues about lighting column (which will need to be removed), fencing and the extent of the path that will be stopped up.	The lighting column removal has been noted on the design freeze plan, fencing is shown on the plans

HA02 – Woodhall Crescent

HA02 – Woodhall Crescent				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	LBH gave its support for the closure of this level crossing, subject to agreeing the extent of the path that will be stopped up.	Agreed that no public maintenance liability for the paths will remain
2	Strategic stakeholder (London Borough of Havering)	Enhancement	Continue to request further assurances on how Network Rail intends to close the pathways leading to the crossing points from Maywin Drive and Woodhall Crescent respectively.	Details added to the design freeze plans
2	Member of the public	Diversion route too long / unpleasant	Comments that the diversion route is busy with traffic and unpleasant.	The scheme was considered further and it was not possible to identify a shorter route and still fulfil the concept for the scheme of avoiding the need for new structures over the railway.
2	Member of the public	Retain the level crossing / level crossing is safe	States that they have used the crossing for 19 years and considers it to be safe. The trains that pass can only reach 30mph so this should be slow enough to ensure the crossing is safe, the trains are also infrequent	Network Rail have prepared a business case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public	Support aspects of the proposal	Support closure as the level crossing is used for illegal activity	Noted

HA02 – Woodhall Crescent				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public	Traffic issues	By closing the level crossing you will increase the burden and traffic on the crossing between Woodhall Crescent and Burnway.	This crossing is also to be closed
2	Member of the public	Upgrade level crossing facilities	Suggestion that the money saved on maintaining the level crossings be re-allocated to the remaining crossing so that it is kept in good repair for the benefits of the public.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.
2	Member of the public	Enhancement	The bridge needs to be swept regularly as the council does not do this as they state it is railway property, I have seen them clean up to both sides and not the crossing itself. There is often broken glass on the path. The bushes and trees need to be trimmed back as least twice a year as they obstruct the street lights, which makes the bridge very dark at night and potentially dangerous. The tarmac is broken and untidy so is the brick work which is damaged and has plants/weeds growing out of it.	The footbridge is maintained by Essex and is deemed fit for purpose but any issues regarding this can be addressed with ECC at detailed design stage
2	Members of the public Local access, user, or interest group (Member of The Ramblers (Brentwood Group))	Retain the level crossing / level crossing is safe	This is a popular shortcut used by local residents without any problem or incident on a quiet branch line. Trains would not be able to go any faster.	The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.

HA02 – Woodhall Crescent				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Member of the public Local access, user, or interest group (Member of The Ramblers)	Loss of public right of way / Severance of popular route or amenity	This level crossing is used by local residents, who regard this link as providing convenient access to local businesses and amenities.	The scheme was considered further and it was not possible to identify a shorter route and still fulfil the concept for the scheme of avoiding the need for new structures over the railway. Connectivity is maintained via the longer diversion route.
2	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	Comments that the path leading up to railway is major issue for them and they asked if they would be responsible for maintenance. No objections to closure of this level crossing, subject to agreeing the extent of the path that will be stopped up.	Agreed that no public maintenance liability for the paths will remain

HA03 / HA04 – Manor Farm / Eves

HA03 / HA04 - Manor Farm / Eves				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation	Landowner has no objection for the formalisation of the rights to be removed from HA03.	Noted
1	Landowner	Alternative route / status Landowner consultation	Landowner stated that there is currently a proposal to build a new slip road onto the Northbound carriageway of the M25, if the current proposal is to be carried forward, the landowner will have a large area of their land compulsory purchased, which may affect Eves level crossing. (Slip road will be south of Eves Crossing). Landowner does not accept the current proposal for Eves crossing, however, has suggested a different route, utilising the existing farm track and field boundaries. Landowner would support their suggested route and feels the new suggestion would not affect the current proposals for the new slip road should this be implemented.	This was investigated with Highways England and they reported that no works of that nature are proposed here. It is not clear what route the landowner has suggested.
1	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	LBH gave its support for the closure of HA03, subject to reviewing the recommendations from the RSA and agreeing the solution in partnership	Noted The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field margins. The proposal still requires the use of Ockendon Road bridge over the railway.
1	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	LBH gave its support for the closure of HA04, and gave its preference for the blue route option – subject to reviewing the recommendations from the RSA and agreeing the solution in partnership.	The design proposal has not taken forward the route discounted by LBH (red route at Round 1). The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field

HA03 / HA04 - Manor Farm / Eves				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				margins. The proposal still requires the use of Ockendon Road bridge over the railway.
2	Strategic stakeholder (London Borough of Havering)	Support subject to conditions	LBH Officers had no objections to the closure of this level crossing, subject to the mitigations given in the HA04 proposal, as the two crossings are effectively linked.	Noted
2	Strategic stakeholder (London Borough of Havering)	Support aspect(s) of proposal Safety concerns	Officers do not have any concerns with the proposals to close HA03. Footpath 251 linking Manor Farm to Hall Farm was separated when the M25 was built and therefore there has not been a 'through• link along this footpath for several years. Officers do not have any concerns with the proposal to close HA04. Officers are pleased that the Council's preferred alternative route in the previous round of consultation is being proposed by Network Rail. Officers would, however, seek to remind Network Rail that the route along Pea Lane is a national speed limit road. Officers would also reaffirm the concerns that whilst there are footways to assist pedestrians along Ockendon Road once you reach Ockendon Village, along Pea Lane and between Pea Lane and Ockendon Village there are no dedicated footways to assist pedestrians. It is therefore very welcome that Network Rail are giving consideration to the provision of a new footway along Pea Lane and Ockendon Road.	The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field margins. The proposal still requires the use of Ockendon Road bridge over the railway.
2	Member of the public	Retain the level crossing / level crossing is safe	Trains could be seen several hundred metres away and as the track is single, can be easily crossed in a few seconds. Pedestrians would not be affected at most	Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the

HA03 / HA04 - Manor Farm / Eves				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			times and the trees would also prevent it by shielding the sun if it was low in the sky. Trains travelling south pass under the M25 just north of this point, but there is still good visibility.	Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
2	Member of the public	Safety concerns	Proposed new route passes initially along Pea Lane. This is a road with a number of bends (some blind), an unrestricted limit (i.e. in theory 60mph) and no footway. It is fairly well used by cars	The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field margins. The proposal still requires the use of Ockendon Road bridge over the railway.
2	Members of the public Local access, user, or interest group (Brentwood Ramblers) (Essex Area Ramblers)	Retain the level crossing / level crossing is safe Safety concerns	If there were "no incidents of misuse etc.etc. between 2011-2015" , why are crossings being closed on grounds of safety. Walking off road is safer for pedestrians. It is dangerous for pedestrians to walk in this area e.g. the lack of pavements along busy Ockendon Road between Bridge Cottages and Pea Lane. It requires a pavement along Ockendon Road including the railway bridge. The approach to the bridge from both directions is particularly dangerous. The lack of verges/pavements down winding, narrow Pea Lane which has no white lines puts walkers at risk. Walkers on roads such as these increase the likelihood of accidents involving vehicles.	Network Rail have prepared a needs for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field margins. The proposal still requires the use of Ockendon Road bridge over the railway.
2	Members of the public Local access, user, or	Consider development proposals	No action should be taken on a permanent closure of this crossing and the extinguishment of this section of Havering footpath 251 (was Essex footpath 117) pending a decision on future road/rail alignments in this area. Highways England's preferred route for the new Thames Crossing would join the M25 near here.	This was investigated with Highways England and they reported that no works of that nature are proposed here.

HA03 / HA04 - Manor Farm / Eves				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
	interest group (Essex Area Ramblers)			
2	Members of the public Local access, user, or interest group (Brentwood Ramblers)	Diversion route too long / unpleasant	Two crossings, very close together, will mean long diversions if closed.	HA03 is not present on site. The design freeze option is the shorter of the two routes shown at Round 1 consultation.
2	Member of the public Local access, user, or interest group (Essex Area Ramblers)	Loss of public right of way / Severance of popular route or amenity	This will have a negative impact on the public rights of way of way network in this area. The crossing and footpath 252 must be retained as it is the only off-road linkage south-west from North Ockendon.	Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. The RSA has highlighted issues with Pea Lane and Ockendon Road. This has been mitigated by provided a footpath in field margins. The proposal still requires the use of Ockendon Road bridge over the railway.
3	Landowner	Landowner consultation	Proposals would require going over the hump backed railway bridge on Ockendon Road (B1421). This is extremely dangerous to negotiate as a pedestrian.	This has been mitigated by provided a footpath in field margins. The proposal still

HA03 / HA04 - Manor Farm / Eves				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		Safety concerns	Landowner is opposed to all three options which have been presented to them. Landowner also has concerns with fly tipping in the area, as the volume of it has reached industrial proportions.	requires the use of Ockendon Road bridge over the railway. Fly tipping can be discussed further with the local authority at detailed design.

T01 – No 131

T01 – No 131				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Strategic stakeholder (Thurrock Borough Council)	Alternative route / status	Suggested re-routing the existing footpath north of the A1306 along an existing flood bund to improve the routes accessibility during flooding.	This has been taken into consideration for the final proposal.
2	Strategic stakeholder (Thurrock Borough Council)	Alternative route / status	Consideration should be given for the introduction of a diversion route as there is a section of footpath 145 on the eastern side of the railway, which experiences continued flooding throughout the winter months. Therefore to achieve an alternative route on land that is raised, running slightly south of this section, would be of great use for users of Footpath 145 in compensation for the loss of their link onto Tank Hill Road.	This has been taken into consideration for the final proposal.
2	Local access, user, or interest group (Member of the Ramblers Association (Thurrock Group))	Enhancement	Consideration needs to be taken regarding the preferred option on the amount of heavy traffic (HGVs) that use these roads and the width of the pavements and maintenance on them.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.
2	Member of the public	Support aspect(s) of proposal	Support the closure as currently passing trains sound a very loud horn right next to my house and after the removal this will no longer be the case.	No action taken.
2	Member of the public	Loss of public right of way / Severance of popular route or amenity	Diversion route is along two busy roads, one of which is an A classified road, with no crossing point for pedestrians. Also, the loss of a footpath which is more pleasant route is not desirable.	Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been

T01 – No 131				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
		Diversion route too long / unpleasant Safety concerns		<p>held with the local Highway Authority regarding all diversion routes.</p> <p>The length and amenity value of the diversion was considered further and it was not possible to identify a shorter or improved route without providing a solution which would be outside the scope of NR's current phase of works.</p>

T04 – Jefferies

T04 - Jefferies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowner	Landowner consultation	The landowner would not accept any additional public rights of way on their land. The landowner has witnessed on several occasions motorbikes being ridden on his land using the current Jefferies crossing and feels if a new route was to be implemented it would promote further anti- social behaviour on their land, however, on a larger scale than existing.	The closure of the crossing without appropriate mitigation is not an option.
1	Landowner	Landowner consultation Diversion route too long / unpleasant Accessibility of proposals Safety concerns Consider development proposals	Support for the red route but objection to the blue route as: 1) it is unnecessarily long 2) it is unlikely to be available for public use throughout the year due to flooding 3) it would affect the current housing development approval, requiring changes to the plans 4) it would detrimentally affect the value of the development	The route through the proposed development site has been removed as it is considered an adequate diversion route is provided via the new stepped access to The Manorway. In addition, the proposed route was ran through an area of poorly drained land unsuitable for a new PROW without further mitigation.
2	Strategic stakeholder (Thurrock Borough Council)	Consider development proposals Enhancement	A desired shared cycle route may be achievable in conjunction with planning applications and Network Rails compensation proposals to provide alternative diversion routes. A pre-planning application received last year requested a shared user bridge to link Plan A and B developments. Now with the proposals to provide a new bridge over the watercourse, consideration is requested that a 3m wide cycle	Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa.

T04 - Jefferies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
			bridge be provided to assist in the creation of a shared cycle route. Consideration should be given for the provision of a 2.5 to 3m wide route under the The Manorway leading to the northern boundary of the local landowner's land, to assist in creating the desired cycle route link onto Greenacres Bridge, which in turn, connects into a service road through to One Tree Hill.	The final proposal includes a bridleway bridge to the west of the railway.
2	Member of the public	Consider development proposals Enhancement	Suggestion made that all the current proposed alternative routes suggested for the western side of the railway line at this location (i.e. between the railway line and the A13) be replaced with a footpath on the west side of the A13, northwards from the Horndon on the Hill bypass road, and descending alongside the eastbound slip road down to grade level, with a stile into the adjacent field and then continuing alongside the fence to link to the footpath that crosses the field from the footbridge over the brook at the junction of footpaths 33 and 34. This would then continues alongside the fence to join footpath 32 at the location where it currently crosses the A13. This arrangement would simplify the current proposed layout, eliminate the need for one of the proposed stepped access points, reduce the cost of the modifications, and improve overall safety for users of the footpaths in the vicinity of the Jefferies crossing.	This was considered, however, it was not deemed suitable for a number of reasons including safety concerns in crossing slip roads and walking over the roundabout.

T04 - Jefferies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
2	Members of the public Local access, user, or interest group (Member of the Ramblers Association (Thurrock Group))	Diversion route too long / unpleasant Retain the level crossing / level crossing is safe	This is a very long diversion requiring walking alongside the A13, a very busy trunk road. It also requires the creation of considerable lengths of new footpaths, much of it alongside a railway (which is not pleasant) and which may never be created. 7300 people use this crossing a year but there has only been one incident in 5 years for "misuse."	The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.
4	Landowner	Alternative Route	Land has permission for residential development, concerns that the ROW running through the site will put off potential purchasers. Alternative route proposed utilising existing footpath 36 to access both the underpass to the south and The Manor Way to the north, without the need to create a new footpath the other side of the railway line through the development site.	The route through the proposed development site has been removed as it is considered an adequate diversion route is provided via the new stepped access to The Manorway. In addition the route was ran through an area of poorly drained land unsuitable for a new PROW without further mitigation.
4	Landowner	Alternative Route / Safety Concerns	Concerns over public access to land. Alternative route suggested utilising existing footpath network 36, 83, 34.	The proposed new PROW routes have been the subject of public consultation and discussion with key stakeholders. It is considered they balance as best possible the need to mitigate the crossing closure and landowner interests. Any identified

T04 - Jefferies				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
				business impacts would be subject to the compensation process.

T05 – Howells Farm

T05 – Howells Farm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
1	Landowners	Landowner consultation Safety concerns Business impact	The creation of a new public right of way across their land is not necessary and would increase the risk of trespass and anti-social behaviour from the local traveller encampment. Concerns that the proposal will increase the number of pedestrians in the area. The proposals will cause a disturbance to their property.	It is not clear which option this relates to. The final proposal does not contain new PROW route near to residential dwellings
2	Local access, user, or interest group (Member of the Ramblers Association (Thurrock Group))	Enhancement	The south west route from the level crossing has the most merit as it would give easier access to Laindon Park Rights of Way; you would need steps to get to the road over the bridge also the pathway of the bridge is narrow and not people-friendly. The pathway going to the Fobbing level crossing will only bring you back to the end of footpath 23	Steps have been included in the final proposal.
2	Member of the public	Support aspect(s) of proposal	Proposal is a big improvement on the current situation and maintains the round Basildon walk at this point between the Fobbing Marsh and One Tree Mill Country Park.	No action taken.
2	Member of the public	Support subject to conditions	Should only be implemented when the new right of way is implemented.	The level crossing would be closed after any proposed works for the closure of the level crossing are complete. No action taken.

T05 – Howells Farm				
Round	Stakeholder category	Feedback theme	Summary of feedback	Design response
3	Landowner	Landowner consultation	Landowner is a large local farmer expresses that they can't understand why a new path is needed; they are not in favour of the proposals.	The new PROW mitigates the closure of the level crossing and allows walkers to continue their journey.
4	Landowner	Retain the level crossing Alternative proposal	Uses the existing pedestrian footpath crossing to access Vange West Pumping Station. Preference for a pedestrian bridge at the crossing.	Consideration of a proposed bridge across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. The former waterworks site is not suitable for a PROW route in its present state due to H&S and security concerns.

