

**From:** Peter Hope  
**Sent:** 05 April 2017 09:30  
**To:** TRANSPORTANDWORKSACT; chris.grayling.mp@parliament.uk;  
pritti.patel.mp@parliament.co.uk  
**Cc:** 'John Macrae'; 'Martyn Scully'; 'davematkinson'; 'Jackie Allan'; ROB SPALDING;  
'Simon Taylor'  
**Subject:** Closure of Potters Crossing E19  
**Attachments:** anglia level crossings - round 2 consultation - e19 - potters - cm8 3hr.pdf  
**Importance:** High

Dear Secretary of State

I am a resident of Rivenhall End in the constituency of Witham in Essex.

Network Rail are proposing to close a level crossing (Potters E19) near to my home which I and my Wife with our Dog use every day of our lives. This seems rather strange when only 3 month ago the crossing was upgraded With Solar lights and an improved crossing walkway. Now having spent thousands of pounds on improvements the plan is to close it? What a waste of my taxpayers money!!

Furthermore the proposed alternative footpath route (see document attached) is not usable as it is constantly waterlogged and will require major works to make it passable at a cos of 10's of thousands of pounds. Even after two month with little rain as is the case at present this route is still waterlogged.

I would also take issue with the idea that the Potters crossing is dangerous. I would invite the secretary of state and any other interested parties who are likely to be involved in this decision to come with me to the crossing and see why this crossing is probably one of the safest in the country.

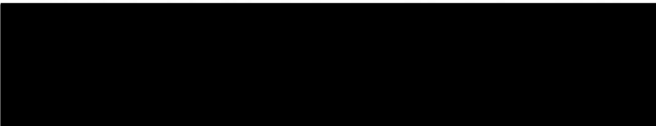
Firstly although it is true trains travel past the crossing at 100 MPH, visibility is exceptional at this point ant it is possible to see trains coming for nearly two miles in each direction. For example we observe a train headlight in the distance cross the crossing and walk over 300 meters before the train actually arrives at the crossing. How is this a dangerous crossing? I would point out that closing the crossing will not improve safety as the only incident at or near the crossing in the past 20 years was a deliberate Attempt by someone to take their own life. These attempts will still be possible as the fence is very easy to climb over.

Secondly local people with local knowledge who are the regular users of this crossing know trains are coming because the signal visible at that point will be green providing a warning that a train is coming.

This closure will benefit no one. The fact that the crossing was upgraded only in January 2017 demonstrates the incompetence of Network Rail and by implication the oversight of the Government department responsible for spending my taxes in such a cavalier fashion.

Yours Faithfully

Peter Hope



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# Anglia Level Crossing Proposals

## E19 – Potters (Rivenhall Parish)

### Public Right of Way Reference – EX/105/43

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.

**Potters** is one of the level crossings in the County of Essex. It is located in Rivenhall Parish and has the postcode CM8 3HR. 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 100 mph. There are generally 293 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. Potters level crossing currently has an ALCRM score of C4, which is considered high risk. Key issues relate to sun glare and frequent trains. There were no incidents of misuse, no near misses and 1 accident 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, ten questionnaire responses were received. For Potters, 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):

- 50 % of responses agreed with the proposals
- 50 % of responses disagreed with the proposals
- 50 % of responses preferred supported the blue route
- 40 % of responses preferred another route
- 10 % of responses did not state a preference

Respondents were more supportive of the blue route, as it maintains the connectivity of footpath EX/105/48 and EX/105/43. A request was made for good signage, and some respondents expressed concerns over the dangerous footpath under the railway bridge, as they stated there is a high risk of collision with high speed vehicles. One request was made for a bridge with ramped approaches.

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)	14 pedestrians
Weekend (average daily)	7 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, the blue route shown at the June 2016 Stage 1 consultation has been taken forward.

**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 will be diverted to the existing underbridge on Oak Road, which is located to the south east of the level crossing. On the southern side of the railway, users would access the underbridge by using the footpath EX/105/47. On the northern side of the railway, they would make use of footpath EX/105/48 from which a 2 metre wide footpath would be constructed to allow access to footpath EX/105/43. The new footpath would be constructed to an appropriate standard including new wayfinding signs. Details will be discussed and agreed with the local authority.

#### Diversions length:

- The diversion route would add an additional 800m to the route

Photo 1: Existing level crossing



Photo 2: Alternative railway crossing (using underbridge)

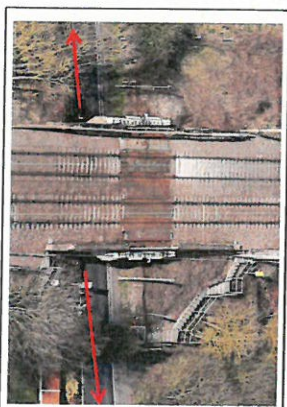


Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: [www.networkrail.co.uk/anglialevelcrossings](http://www.networkrail.co.uk/anglialevelcrossings). Please complete the separate questionnaire using the level crossing identification number E19 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](mailto: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.



