

Caroline O'Neill

OBJ/20

From: Contactdft
Sent: 18 April 2017 13:44
To: Caroline O'Neill
Subject: FW: Transport and Works Act Order - Closure of Anglian Level Crossings

Hello Caroline

One for you I think

Regards

Anne

Anne Broome | Private Office Business Manager, Private Office, Department for Transport
5/11 GMH | 020 7944 4473 | 07825 504038

From: TransportSecretary
Sent: 13 April 2017 09:25
To: POCorrespondence <POCorrespondence@dft.gsi.gov.uk>
Subject: FW: Transport and Works Act Order - Closure of Anglian Level Crossings

TO please

Natasha Siddiqi | Diary Manager & Assistant Private Secretary to The Rt Hon Chris Grayling MP, Secretary to Secretary of State for Transport, , Department for Transport
5/15 | 020 7944 4397 | 07768 504529

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From: GRAYLING, Chris [<mailto:chris.grayling.mp@parliament.uk>]
Sent: 13 April 2017 05:55
To: TransportSecretary
Subject: FW: Transport and Works Act Order - Closure of Anglian Level Crossings

From: Jane Macrae [[mailto:](mailto:pritti.patel.mp@parliament.co.uk)]
Sent: 12 April 2017 18:06
To: transportandwprlsact@dft.gsi.gov.uk; GRAYLING, Chris <chris.grayling.mp@parliament.uk>; pritti.patel.mp@parliament.co.uk
Subject: Transport and Works Act Order - Closure of Anglian Level Crossings

Dear Secretary of State

I have been a resident of Rivenhall End in the constituency of Witham in Essex since 1983 and together with many fellow villagers we much enjoy walking into our local countryside.

I am writing to express my concerns about the proposed closure of the two railway crossings on the London to Colchester track. These are Potters E19 which is a footpath crossing, and Snivellers Lane E20 which is a bridleway crossing. I object most strongly to both these proposals and I hope you will reject these elements in Network Rail's draft Transport and Works Act Order.

Along with my husband, and other residents of the village, I use the Potters crossing several times most weeks as it is the nearest and safest route to access the open countryside from our village. Network Rail state this crossing is dangerous but I do not agree.

Potters Crossing is probably one of the safest in Essex as the railway line here is straight and level, giving two miles of clear vision in either direction. Curiously this crossing was upgraded with the addition of solar lighting in the last three months: are those thousands of taxpayer's pounds to be suddenly written-off?

Network Rail propose an eight hundred metre diversion which funnels pedestrians under the very narrow, extremely dangerous Oak Road rail bridge where there are traffic incidents virtually every day (often reported in our local media). This proposed diversion is creating a danger, not removing one. Furthermore, as many of Rivenhall End's residents are retired and fairly elderly, a short, safe walk into their local countryside is much loved by them: Network Rail's proposals mean an additional 1600 metre (one mile) must be done - this will be too much for some.

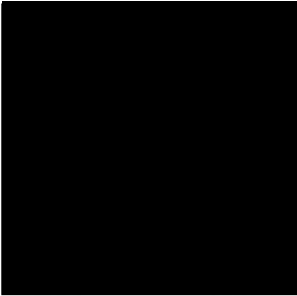
One part of Network Rail's proposed diversion is through a permanent bog! What horrific, unnecessary cost will this incur to overcome?

Turning to the Snivellers Lane E20 bridleway crossing, this lane is a very ancient route and is one of very few safe local bridleways where horses can be ridden away from hazardous roads. There are de-mounting points here to enable a rider to walk a horse towards the line to see if trains are in the vicinity (and therefore wait accordingly): "excitable" horses can be walked away from the line to avoid them being frightened by a fast train. Network Rail's proposals here are to sever this ancient bridleway and instead take the horses (and pedestrians on a long track-side route to a distant bridge then back down the track-side to continue their journey. Horses and their riders are in great danger if shocked by a sudden fast train on both these long trackside diversions.

From a Rivenhall End perspective, these two crossings provide residents with a delightful circular walk in their local countryside. The closure of one or both crossings will destroy this pleasure forever. I favour all reasonable measures that reduce health and safety risks to lawful users of our ancient Rights-of-Way. The only measure Network Rail might wish to take would be to add illuminated green and red "Walk / Don't Walk" signs at each crossing point (though as stated earlier, no casual walker, rider or cyclist incident has occurred here in at least the past twenty years). I feel Network Rail is being cavalier in its approach and ignoring the needs of our local community.

Yours faithfully

Jane Macrae



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