

**Angela Foster**

OB/42

**From:** Matthew Easter <Matthew.Easter@sustrans.org.uk>  
**Sent:** 25 April 2017 10:35  
**To:** TRANSPORTANDWORKSACT  
**Cc:** Sarah Harris; Martyn Brunt  
**Subject:** Network Rail (Essex and Others Level Crossing Reduction) Order  
**Attachments:** Network Rail Anglia Level Crossing Reductions TWA Order letter.docx

Dear sirs,

Please find an attached letter outlining Sustrans views and specifically objections to the Network Rail (Essex and Others Level Crossing Reduction) Order with particular reference to the level crossing at Wivenhoe Park (E57)

Regards

Matt

Matt Easter

England Director Midlands and East  
Sustrans  
2 King Street  
Nottingham  
NG1 2AS  
0115 853 29 49  
07787 289292

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2 King Street  
Nottingham  
NG1 3AS

Transport and Works Act Orders Unit  
General Counsel's Office  
Department for Transport  
Zone 1/18, Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Friday, 21<sup>st</sup> April 2017

Dear Sirs,

**RE: Network Rail (Essex and Others Level Crossing Reduction) Order**

Please find comments and an objection from Matthew Easter, England Director, Midlands & East for Sustrans Limited as related to the Network Rail (Essex and others level crossing Reduction) Order. I write to object to the proposed closure of vehicle access rights on the level crossing at Wivenhoe Park (E57) as set out in the Network Rail (Essex and other level crossing reduction) order submitted to Secretary of State for transport and dated 31<sup>st</sup> March 2017.

Sustrans Limited object to the closure of the vehicle rights over the level crossing on two grounds.

1. Network Rail propose to close the level crossing to vehicular traffic, which would result in the land to the west of the railway line being landlocked, unless an alternative access route is provided. Vehicle access is necessary for the landowner, the Environment Agency and Sustrans Limited from time to time. It is understood that Network Rail propose to acquire rights over third party land, so they are in a position to grant the landowner vehicle access rights from Lightship Way via the public footpath and permissive cycle path to the landowners land. Sustrans are concerned that this will introduce vehicular traffic onto the footpath and permissive cycle path and could increase the risk of collisions on the footpath and cycle path.
2. Sustrans Limited has a licence from the landowner to allow continued use of the permissive cycle path. Under the terms of the licence Sustrans have certain maintenance responsibilities for the cycle path and culverts. Sustrans are concerned that the use of the path for vehicular traffic will increase the wear and loading on the facilities which Sustrans maintain. Network Rail should be responsible for any additional maintenance arising from the use of the footpath and cycle path as a vehicle access.

Registered Office, Sustrans, 2 Cathedral Square, College Green, Bristol BS1 5DD. T: 0117 926 8893

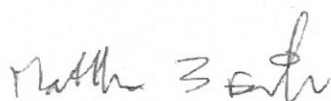
Supporter and shop helpline: 0300 303 2604 / [www.sustrans.org.uk](http://www.sustrans.org.uk)

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Sustrans do support the installation of a suitable gate at the level crossing for use by people in wheelchairs or pushing cycles and pushchairs.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'Matthew Easter', with a stylized flourish at the end.

Matthew Easter  
England Director, Midlands and East