

**From:**  
**Sent:** 02 May 2017 08:52  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Level crossing referred to as Jefferies crossing, SS17 8BA

Dear Sir/madam

Please can you confirm what the intention is with the railway crossing referred to as Jefferies Crossing , SS17 8BA.

I am concerned that there is a closure notice and it is unclear where the replacement crossing will be. I use the crossing to access the woods (One Tree Hill) and am unable to use the crossing at Morley hill due to the gate opening. The gate opening at Morley hill makes it very difficult to get bikes across and I am unable to lift my bike and my children's bikes up and over the gate.

The crossing referred to as Jefferies crossing has a wide opening gate and there I am able to wheel (when dismounted) the bikes through the gates.

I am sure you can appreciate with the continuous building on the green spaces places to walk and enjoy the country side are becoming increasingly limited and walking up to One Tree Hill still enables us to do this. It is important that residents have access and many dog walkers use this route. When the usage was reviewed it needed to be taken into account the weather and time of year. In dry conditions and especially in the spring/ summer this route is used more.

I look forward to your response

Kind regards

Sally Khawaja



Sent from my iPad

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**From:**  
**Sent:** 06 May 2017 21:27  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Re: Level crossing referred to as Jefferies crossing, SS17 8BA

Dear Angela Foster,

Please can you register my objections raised in my original e-mail.

Kind regards

Sally Khawaja

Sent from my iPad

On 3 May 2017, at 09:55, TRANSPORTANDWORKSACT  
<[TRANSPORTANDWORKSACT@dft.gsi.gov.uk](mailto:TRANSPORTANDWORKSACT@dft.gsi.gov.uk)> wrote:

Dear Madam,

Thank you for your e-mail. The design guide for T04 Jefferies level crossing in the application documents indicates a closure, as below:

**" T04 Jefferies**

Non Civil Parished Area

Grid Reference

568414, 183442

Proposal Category: 4

**Existing Context**

Footpath 145 runs from the A13 in a south easterly direction to the housing estate to the east of the railway, crossing the railway at Jefferies level crossing. Agricultural land occupies the land to the north and west and residential dwelling to the east. The A13 Stanford-le-Hope Bypass is to the southwest of the railway.

**Proposed Work**

Existing Public Rights of Way over the level crossing and between the east side of the A13 and the level crossing will be extinguished. Footpath 32 will be diverted onto a proposed 2m wide, unsurfaced footpath on the east side of the A13 heading southwest along the field boundary. Users

would then be diverted onto new stepped access west of the railway and cross over the railway bridge on The A1014 Manorway Way along the existing footway. To return to the west side of Footpath 32 users would be diverted onto new stepped access east of the railway. The stepped access would be to the east of the existing bridge parapet and would require removal of the end panel of existing noise barrier. Users would then be diverted along a proposed 2m wide footpath within Network Rail land and then use the existing path to link into Footpath 32 east of the railway. It is also proposed to provide a new continuous footpath link between the stepped access on the west side of the railway by connecting to Footpath 36 which extends beneath the railway via an existing underpass to the south of the A1014 Manorway. The new footpath will be 2m wide and unsurfaced and would make use of the existing open span underneath the bridge supporting A1014 The Manorway. The surfacing beneath the bridge within the open span would have a gravel or stone finish.

To the west of the railway a 3m wide steel footbridge (>8m in length) is required along the new footpath to the west of the railway near Footpath 36 to allow users to cross a drainage ditch.

Level crossing infrastructure at Jefferies level crossing will be removed and 1.8m high chain link fencing would be installed on both sides of the railway to prevent trespass. NR pedestrian access gate to be provided on the east side of the railway. New public wayfinding signage will be provided."

I have also attached a snapshot of the plan for the area. All the TWA application documents can be found on line using this link:

<http://archive.nr.co.uk/browseDirectory.aspx?root=&dir=%5cImprovements%5cEssex%20and%20others%20level%20crossing%20reduction%20order> .

Could you please confirm that you wish your e-mail to be registered as an objection to the TWA application.

Kind regards,

Angela Foster

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**From:**  
**Sent:** 06 May 2017 21:40  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Re: Level crossing referred to as Jefferies crossing, SS17 8BA

Hello

I have also now seen that the Morley Hill SS17 crossing is to be closed as well, I would like to raise my objections to this as well. Is this able to be done with my original e-mail or would you require a separate e-mail?

The Morley Hill crossing is frequently used and this closure will have a major impact on the residents that use this crossing to gain access to the woods.

Kind regards

Sally Khawaja

Sent from my iPad

On 3 May 2017, at 09:55, TRANSPORTANDWORKSACT  
<[TRANSPORTANDWORKSACT@dfi.gsi.gov.uk](mailto:TRANSPORTANDWORKSACT@dfi.gsi.gov.uk)> wrote:

Dear Madam,

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**" T04 Jefferies**

Non Civil Parish Area

Grid Reference

568414, 183442

Proposal Category: 4

**Existing Context**

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**Proposed Work**

Existing Public Rights of Way over the level crossing and between the east side of the A13 and the level crossing will be extinguished. Footpath 32 will be diverted onto a proposed 2m wide, unsurfaced footpath on the east side of the A13 heading southwest along the field boundary. Users would then be diverted onto new stepped access west of the railway and cross over the railway bridge on The A1014 Manorway Way along the existing footway. To return to the west side of Footpath 32 users would be diverted onto new stepped access east of the railway. The stepped access would be to the east of the existing bridge parapet and would require removal of the end panel of existing noise barrier. Users would then be diverted along a proposed 2m wide footpath within Network Rail land and then use the existing path to link into Footpath 32 east of the railway. It is also proposed to provide a new continuous footpath link between the stepped access on the west side of the railway by connecting to Footpath 36 which extends beneath the railway via an existing underpass to the south of the A1014 Manorway. The new footpath will be 2m wide and unsurfaced and would make use of the existing open span underneath the bridge supporting A1014 The Manorway. The surfacing beneath the bridge within the open span would have a gravel or stone finish.

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Could you please confirm that you wish your e-mail to be registered as an objection to the TWA application.

Kind regards,

Angela Foster

**Mrs Angela Foster | Transport and Works Act Orders Unit | Legal Advisers | Department for Transport**

Tel: +44(0)20 7944 2474 | Email: [angela.foster@dft.gsi.gov.uk](mailto:angela.foster@dft.gsi.gov.uk)

Zone 1/14, Great Minster House, 33 Horseferry Road, London, SW1P 4DR

My usual working hours are 7.30-4.00, Tuesday to Thursday.

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**From:**

**Sent:** 02 May 2017 08:52

**To:** TRANSPORTANDWORKSACT <[TRANSPORTANDWORKSACT@dft.gsi.gov.uk](mailto:TRANSPORTANDWORKSACT@dft.gsi.gov.uk)>

**Subject:** Level crossing referred to as Jefferies crossing, SS17 8BA

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<jefferies snapshot.docx>

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