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Sent: 08 May 2017 17:32
To: TRANSPORTANDWORKSACT
Cc: Kevin Ashman (KAshman@i2-dm.com); Alastair Mackie; Paul Griggs; Clarke, Patrick
Subject: Network Rail (Essex and Others Level Crossing Reduction) Order
Attachments: West Horndon Level Crossing Response 170504.pdf

Dear Sir

Please find a consultation response on behalf of my client, E&A Strategic Land, with regard to the Hall and Tawse Level Crossing (E29) at West Horndon, Essex.

If you have any queries on this letter please do not hesitate to contact me.

Kind regards,

Bob Pinkett

Partner

For and on behalf of Peter Brett Associates LLP - [Reading](#)



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08 May 2017

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Attn: The Secretary of State for Transport

Dear Sir

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

My client, E&A Strategic Land, are promoting a sustainable mixed-use development on land surrounding West Horndon railway station which includes land to the north and south of the Brown & Tawse (E29) crossing. On behalf of EASL and the landowners we therefore welcome this opportunity to comment on the crossing's proposed closure.

For the avoidance of doubt, E&A Strategic Land LLP and the landowners OBJECT to the proposals in the Order.

Whilst it is understood that the rail industry views such crossings as introducing an unacceptable level of risk, Network Rail's own analysis in 'support' of the application shows that there have been no incidents of misuse, near misses or accidents at the site in the period 2011 to 2015. It is therefore difficult to see how an ALCRM rating of C4 can be achieved, given the incident-free recent history.

It is the preference of the developer that the crossing remains open to facilitate movement between the southern area, the existing industrial estate and land to the north of the industrial estate.

It is our view that the proposed diversionary route via Childerditch Lane is unsafe and not suitable. We note that the proposals include a footpath alongside the road, but this does not extend to a new foot crossing over the railway which is narrow and unlit. Visibility over the railway bridge is poor, which poses a potential risk to pedestrians walking in the carriageway as drivers will have limited time to react to a pedestrian using the road surface upon reaching the bridge. The diversion also increases the length of the pedestrian route by 675 m, which equates to approximately 8 minutes at average walking speeds. It is felt that a permanent diversion which introduces a conflict between motorists and pedestrians would be considered unacceptable, and it should be particularly unacceptable for pedestrians due to the increased length of the path.

In addition, the proposed diversionary routes create potential constraints on the design options for the development of the two sites (both to the north and the south of the railway line), and therefore could impact on the delivery of the most effective pedestrian options in meeting current and future local travel needs for West Horndon.

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The alternative route using the existing road bridge on St Mary's Lane is also unsuitable for pedestrians, which contributes to our opinion that the existing crossing should be maintained.

If the crossing is to be closed, it will be necessary to provide a safe crossing across the railway. To achieve this either of the bridges at Childerditch Lane or St Mary's Lane should be widened through the introduction of a pedestrian / cycle path, which we believe could be attached to the existing structures.

Of the two options, St Mary's Lane is the most logical as it encourages modal interchange with the rail station and bus stop, whilst maintaining connectivity between the northern and southern areas of the development site.

We therefore wish to see the Brown & Tawse crossing remain in use and oppose the proposals in the Order, which would result in a significant reduction of future connectivity between the sustainable development sites proposed in the area.

Yours sincerely

For and on behalf of
PETER BRETT ASSOCIATES LLP