

**Angela Foster**

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OB5/147

**From:** Louise Johnson  
**Sent:** 11 May 2017 12:04  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Network Rail Essex and other Level Crossing Reduction Order  
**Attachments:** Department of transport.pdf; EPC NR proposals TWAO response .docx

Dear Sir

Please find attached two documents from Elsenham Parish Council.

Regards

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Louise Johnson  
Clerk, Elsenham Parish Council

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## Elsenham Parish Council

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c/o Transport and Works Act Order Unit  
General Counsel's Office  
Department for Transport  
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33 Horseferry Road  
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Mrs Louise C Johnson  
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CM22 6LL  
Parish Clerk and Financial Officer  
07456791727  
Email: [louise.epc@gmail.com](mailto:louise.epc@gmail.com)

11 May 2017

Dear Sir,

Elsenham Parish Council wishes to object to the proposals submitted by Network Rail under "The Network Rail (Essex & Others Level Crossing Reduction) Order under the Transport & works Act 1992" for the reasons given in the attached document.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'L. Johnson' with a long, sweeping flourish at the end.

Mrs. Louise Johnson  
Clerk to Elsenham Parish Council





# **The Network Rail (Essex & Others Level Crossing Reduction) Order under the Transport & works Act 1992**

## **E05 Fullers End Elsenham Essex**

Elsenham Parish Council has always been supportive of the Network Rail (NR) plan to close the crossing at Fullers End Elsenham, subject to a suitable alternative, safe and accessible route being put in place.

There is, however, uncertainty concerning access, lighting and on-going maintenance costs.

The 'Description of Proposals' refers to 'an existing underpass where new lighting will be provided'. The 'Consultation Summary' says 'The roads approaching the level crossing are unlit and this will continue on the diversion route', and does not mention lighting on the underpass. We need to be confident that there will be lighting on the entire new footpath, tunnel and route through the Sawmill site.

The existing access to FP29 at Robin Hood Road is via a stile. It should be replaced by an appropriate access that is accessible to wheel chairs, mobility scooters, pushchairs and pushed bicycles.

The Parish Council will also need assurances from ECC and NR that the installation and on-going maintenance of any new lighting will not devolve to the Parish Council.

We also have concerns over the route of the path to the south of the railway line as the documents have not taken into account the development currently under construction. viz:

UTT/16/0651/FUL | Application for 1 no. new dwelling and associated 4-bay cart-shed to replace 1 no. dwelling and associated 2-bay cart-shed (plot 4 as yet unbuilt on application UTT/13/1983/FUL approved at appeal APP/C1570/A/14/2213855) Elsenham Sawmill Fullers End Tye Green Road Elsenham Hertfordshire CM22 6EA.

<http://publicaccess Uttlesford.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=O3GZRUN L0100>

## **E06 Elsenham Emergency Hut Sheet 12/13/14**

We welcome the proposed footpath that will link EX/25/15 to Elsenham station, P454/P455/P456.

There is however no valid reason to close the footpath between P452/P453/P454, this was not part of the proposal that was consulted upon. Anyone heading for Henham FP15 from Old Mead Road north of Elsenham FP22 would have to go round three sides of a square rather than one. In the previous plans the proposed new footpath was shown, but there was no suggestion that the existing footpath would be closed. It is not shown as closed in the Design Freeze Drawing. In any event, these proposals to the east of Old Mead Road are neither necessary nor related to the proposed closure of the footpath over the railway to the west of Old Mead Road.

There is no mention on the plans of the proposed diversion of EX/15/14 to make it a field edge path although this is alluded to on the mapping and would be welcome.

It was previously proposed to extend the existing access that runs alongside the station shop and western platform of Elsenham station so that it joins the

proposed new footpath at P084A. This would give access from the station and alleviate the need to walk along Old Mead Road.

We repeat our request that due to air quality concerns the new route, northwards from P083, is moved away from the M11 as far as possible. This could easily be achieved. viz: If from the point P088 the new path was routed alongside the track (on the existing unofficial path) to point P094, there would be no need to implement the closure of EX/25/7 from P094 to P093/ P092, or EX/15/24 from P092 to P091.

This was put forward as part of our consultation response and has been rejected by NR but no sustainable reason has been given.