

**Caroline O'Neill**

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SOAP/1

**From:** Ryan Gunn  
**Sent:** 13 April 2017 14:59  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Network Rail Anglia Level Crossing Reductions TWA Order

Addressed to:  
Secretary of State for Transport c/o 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

Dear Sirs,

I am emailing regarding the closure of the level crossing – E09- Elephant (Newport Parish). Public Right of Way Reference – EX/41/14

I would like to offer my full support for the closing of this crossing for a variety of reasons.

I have lived in Newport for 4 year now and have three children aged 6,4,2. I was unaware of this crossing until fairly recently and having walked down, I was horrified at how dangerous it was. Although my children are still too young to be allowed out alone, it would worry me greatly in a few years times if they were out on bikes/with friends and such a safety hazard was so close.

Also, and another very valid point, the use of horns from the trains providing a warning for this dangerous and rarely used crossing are a real issue in the village. I do live close to the rail line and accept we will hear trains going past. However, in the last year, the train hoots seemed to have become extremely aggressive and often after the 11pm curfew. It has woken my young children up on a large number of occasions, and to be honest, isn't very nice at any point during the day. The level crossing is only a short distance from the bridge on Debden Road and also the train station itself with a pedestrian bridge so I don't think the removal of the crossing (and hoots) will be anything but a positive to the residents of Newport.

I am delighted that you are taking action to close down the crossing, you have my full support and I look forward to the work being completed.

Kind Regards

Ryan Gunn

Essex

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**Caroline O'Neill**

SUPP/2.

**From:** Adriana Forte  
**Sent:** 12 May 2017 23:23  
**To:** TRANSPORTANDWORKSACT  
**Subject:** In support of the closure of Windmills footpath crossing

Dear Sir or Madam

I support the closure of this crossing as I think it is dangerous to keep it open. Secondly I can hear the horn where I live which is quite far away from the train line. It is very noisy.

Kind regards

Adriana Forte and Tom Husband

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**Caroline O'Neill**

SOPP/3

**From:** David Kent  
**Sent:** 12 May 2017 18:01  
**To:** TRANSPORTANDWORKSACT  
**Subject:** RE: Level Crossing Closure, Essex

Herewith my full details:-

Eur Ing D W Kent

Essex

Sincerely  
David W Kent

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**From:** TRANSPORTANDWORKSACT [mailto:TRANSPORTANDWORKSACT@dft.gsi.gov.uk]  
**Sent:** 12 May 2017 16:01  
**To:** 'David Kent'  
**Subject:** RE: Level Crossing Closure, Essex

Dear Sir,

Thank you for your e-mail. Is it possible that you could provide a postal address please so that we register you as a supporter of these proposals.

Kind regards  
Caroline O'Neill

**Caroline O'Neill | Miss, Transport and Works Act Orders Unit, Department for Transport  
1/14-18. Great Minster House, 33 Horseferry Road, London SW1P 4DR | 020 7944 3196 |**

**From:** David Kent [mailto:  
**Sent:** 12 May 2017 12:59  
**To:** transportandworksact@dft.gov.uk  
**Subject:** Level Crossing Closure, Essex

Dear Sir or Madam

Please close Windmills Crossing, Wendens Ambo, Essex as soon as possible. Network Rail's survey revealed its use as 2 persons per day; it was actually one man and his dog from this village but even this has now ceased. The only access to the crossing is over a ploughed field. When closed, the alternative route would be Trees Crossing just 200 yards further north and accessible by paved path.

We have been advised that Windmills crossing's hazardous location necessitates a whistle board; this is located alongside our property and with some 150 trains per day the noise from dawn to 11pm is intolerable. We have complained via our M.P. on the basis that Network Rail surely has a duty of care to their many neighbours equal to or exceeding that to the few, now if any, level crossing users. The response has been that the noise will not cease until the crossing is closed but this may take two years.

The train klaxon noise is now at a level that is damaging to our health but when investigating whether to prosecute, the local environmental health officer advises that railways are outside the legislation that applies to other forms of transport.

From the above it is evident that continuing to operate Windmills Crossing and its attendant noise is totally unjustified. Please close it immediately.

Sincerely  
David W Kent

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Ref **RECEIVED**

15 MAY 2017

NEWPORT

Essex

Secretary of State for Transport

12-MAY 2017

SUPP/4

Dear Sir,

I know of six people who have had near misses at Dixes Crossing. Mrs [redacted] lived north of this crossing) early one morning with her two Labrador on leads, one got clipped and to hear her scream and the dog howl was horrible the stress of hearing the train pass was too much, she sold and moved away. The people who do use the crossing are M1. He breeds Labradors and exercises them early morning & late evening when school is closed, the school cannot see them as the land is below the school view, others have large dogs except one who has pugs. They know their dogs are safe from the line as B Rail have high chain-link wire from the road lane to parallel with Short Grove Lodge. The playing fields are private with only footpath on one side. The trains from Stanstead only stop at Audley-end & Whitsonford Park, and stop to 40 mph. They get to the crossing seconds quicker than one can cross, the lines are curved both ways so one cannot see far.

With over fifty new houses built by <sup>the</sup> end of year. Will children try to use this crossing.   
Yours faithfully,

Caroline O'Neill

080/150

**From:** Andrea Reynolds  
**Sent:** 12 May 2017 11:55  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Re: Network Rail Essex and Others Level Crossing Reduction Order - in support of

Certainly,  
Andrea and Mark Reynolds,  
Tel: nob: (

Saffron Walden, Essex,

> On 12 May 2017, at 11:52, TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gsi.gov.uk> wrote:  
>  
> Dear Madam,  
>  
> Thank you for your e-mail. Is it possible that you could provide a full postal address please so that we formally register you as a supporter to this application.  
>  
> Kind regards  
> Caroline O'Neill  
>  
> Caroline O'Neill | Miss, Transport and Works Act Orders Unit,  
> Department for Transport, 1/14-18, Great Minster House, 33 Horseferry  
> Road, London SW1P 4DR | 020 7944 3196 |  
>  
>  
> -----Original Message-----  
> From: Andrea Reynolds [mailto:  
> Sent: 12 May 2017 11:12  
> To: TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gsi.gov.uk>  
> Subject: Network Rail Essex and Others Level Crossing Reduction Order  
> - in support of  
>  
> In Support of Closure of 'Windmills' Passive footpath crossing,  
> Wendens Ambo (near Audley End Station, Essex)  
>  
>  
> Dear Sir/Madam,  
>  
> We live in the village of Wendens Ambo by Trees Crossing (road level crossing) and very close to Windmills Passive Footpath Crossing, we have lived here for 17 years.  
>  
> We note the proposal to close the Passive Footpath Crossing known as Windmills and would like to add our families comments in SUPPORT of this closure.  
>  
> There are over 100 trains travelling at very fast speeds along this line in a daily 18 hour period - as railways and trains and rail traffic have increased over time these types of passive crossings are no longer a viable and safe place to cross a railway. There is really no alternative but to close these crossings or install bridges instead which I imagine is a costly alternative and given the very few people using this particular crossing not really cost effective.  
>  
> Due to the nature of these crossings trains are required to sound their klaxons, something that until recently was not too much of a problem, but since 10th December 2016 and the reduction of the night time quiet period we now hear the fog horn style of klaxon up to midnight and from 6 am. This noise can be heard across our village and the

next .....our family and many others have not been able to get more than 6 hours rest each night which clearly is having a detrimental effect on our health.

> With this in mind and the feeling that these crossings are so dangerous this noise is necessary we would urge a temporary closure of the crossing whilst a permanent closure is sought - thus ensuring no chance of any injuries on the line and that peace and quiet is restored to many thousands of people and wildlife across our green and pleasant land.

>

> This crossing is very rarely used - it links one ploughed field to another and runs less than 100 metres parallel to a quiet lane which offers an alternative crossing of this rail line at the safe road crossing known as 'Trees'.

>

> In the meantime we would be grateful for any advice to claim compensation for the noise disturbance or a Network Rail grant towards double glazing our house in the interests of noise reduction.

>

> Yours sincerely,

> Andrea and Mark Reynolds and family

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## Berry Isobel

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**From:** M Seal < >  
**Sent:** 10 May 2018 10:20  
**To:** Angela Foster  
**Subject:** Re: Anglia Level Crossings

Sorry  
Meant to add the full address

Herts

On Thu, 10 May 2018 at 10:17 am, M Seal < > wrote:  
/es

The postal code for  
There are four properties  
Nos 1 to 4

Regards

On Thu, 10 May 2018 at 10:16 am, Angela Foster <[Angela.Foster@dft.gov.uk](mailto:Angela.Foster@dft.gov.uk)> wrote:

Dear Mr Seal,

Thank you for your e-mail on behalf of Residents.

I would be grateful if you could supply a full postal address so that I can formally register you as a supporter to this closure.

Kind regards,

Angela Foster

**Mrs Angela Foster | Transport and Works Act Orders Unit | RSSS | 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.

From: Michael Seal [<mailto:>]

Sent: 08 May 2018 08:04

To: AngliaLevelCrossings

Subject: Anglia Level Crossing Proposals

Hi

I am Oram Court (Spellbrook) Management Co Ltd Company Secretary writing to you on behalf of all Oram Court residents who support this closure proposal.

Oram Court is close to the Tednambury railway crossing (Reference T04 - Tednambury CM23 4BD) and adjacent to a Railway Whistle Board.

The residents are disturbed by noise caused by train horns from 6am until midnight, seven days a week.

I have been asked by the residents to confirm their support for the railway crossing proposals and ask what progress has been made, and the timetable for the closure of Tednambury crossing once the Secretary of State has given their approval.

I look forward to your response

Michael Seal

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Mr Michael Seal

Network Rail  
James Forbes House  
27 Great Suffolk St  
London  
SE1 0NS

14 May 2018

**Ref: ES/SUPP/06/R001**

Dear Mr Seal

**The Network Rail (Essex Level Crossing Reduction) Order**

Thank you for your email dated 08 May 2018 on behalf of all Oram Court residents who support the closure proposal of H04 Tednambury level crossing in the above Order.

Network Rail is grateful for your support of the closure. Level crossings collectively pose the greatest risk to safety on the railway network; closing level crossings are the most effective way to remove that risk. Reducing the number of level crossings will also remove constraints on the railway and lead to safety benefits for users, reduce Network Rail's maintenance burden, improve reliability and facilitate future rail enhancement schemes.

We note that Oram Court is close to Tednambury level crossing and you say your residents are disturbed by the noise caused by train horns from 6am until midnight, seven days a week. Tednambury level crossing is a 'Passive' crossing, meaning that there is no direct method of warning people who use the crossing of approaching trains. It is not controlled, or equipped with lights, or any automatic audible warning systems. The crossing is reliant upon users to 'stop look and listen' to check for approaching trains, ensuring they have sufficient time to cross to protect their personal safety whilst traversing the line. Tednambury crossing does not have sufficient sighting to meet industry standards in one direction, as a bridge parapet blocks the sighting and therefore has whistle boards installed as a mitigation measure to enable users to cross safely. It is Network Rail's policy not to remove existing whistle boards until permanent legal closure of a level crossing has been

confirmed. If Network Rail is successful with the Order and Tednambury level crossing closes permanently, the whistle boards will be removed.

You have requested an update on the timetable for the closure of the crossing. Network Rail cannot predict a schedule for the delivery of the proposed closures as it will be dependent on the outcome of the Public Inquiry, which is due to recommence in September 2018, and thereafter how long it takes the Secretary of State to consider their decision. If the Order is successful, closures to level crossings will only take place once the diversionary route is constructed, available and approved by Essex County Council. The earliest this could be delivered would be the latter half of 2019.

Again, we would like to thank you for your support for the proposed Order. If you require further information please do not hesitate to contact me by email to [AngliaLevelCrossings@networkrail.co.uk](mailto:AngliaLevelCrossings@networkrail.co.uk), quoting the reference number provided.

Yours sincerely



Elizabeth Noonan  
Anglia Level Crossings Reduction Team  
Network Rail