

**From:**  
**Sent:** 12 May 2017 23:55  
**To:** TRANSPORTANDWORKSACT  
**Subject:** NETWORK RAIL ESSEX AND OTHER LEVEL CROSSING REDUCTION ORDER

To:-Sec of State for Transport

c/o Transport and Works Act Orders Unit

Department of Transport

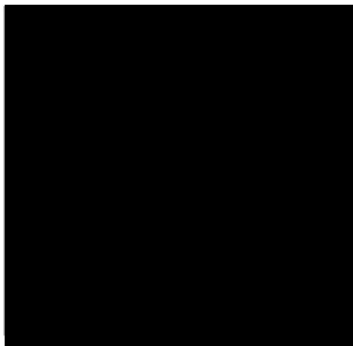
Zone 1/18

Great Minster House

33 Horseferry Road

London SW1P 4DR

From:- John Oswin Smith



E11 Windmills

Grounds for objection

- 1) Audley End station is approximately 650 metres from this crossing.
- 2) there is a Statutory Requirement for all passenger trains to stop at Audley End station.
- 3) All passenger trains passing the site of this footpath crossing are either decelerating in order to stop at Audley End station, or accelerating from a stop at Audley End station. They have not reached the maximum permitted Line Speed (70 mph).
- 4) Freight and Engineering trains using this route are infrequent, are generally composed of vehicles restricted to a maximum speed of 60 mph, and by their nature are much noisier than passenger trains.
- 5) The sighting times in all directions whether crossing from West to East or East to West is a minimum of eleven seconds.

6) The time taken to pass fully over the crossing when it is adequately maintained is five seconds

7) The proposed diversionary route along footpaths EX52/19 and EX52/12 will not be used. Instead pedestrians will use Rookery Lane.

Within this section of Rookery Lane there is a dogleg with very poor visibility.

Because of the points outlined above I believe that the closure of this crossing while eliminating a very small risk to users of this crossing will generate a greater risk to pedestrians using Rookery Lane as the alternative.

I therefore object to the closure of this crossing.

E10 Dixie's

#### Grounds of Representation

I accept that this crossing is dangerous. While I was a Parish Councillor in Newport (2007-2011) I was made aware of five near misses on this crossing.

However the diversionary route which is likely to be used from Cambridge Road to the entrance to the Joyce Frankland Academy is narrow (4.5metres), will see a considerable increase in the traffic using it as a result of the houses being built on Bury Water Lane and Whiteditch Lane (at least 120 at the last count), and has no footpath.

Given that the school will benefit from the closure of the footpath between the railway line and Newport Parish footpath Number 4, consideration should be given to the school surrendering an equivalent strip of land adjacent to Bury Water Lane to provide a safe walking route.

Yours Sincerely

John Oswin Smith

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