
From: Richard Monk
Sent: 12 May 2017 18:27
To: TRANSPORTANDWORKSACT
Subject: Network Rail Essex and others. Proposed Level Crossing Reduction Order.

Secretary of State for Transport

c/o Transport & Works Act Orders Unit,

General Counsel's Office

Department for Transport Zone 1/18,

Great Minster House,

33 Horseferry Road,

London.

SW1P 4DR

Network Rail East Anglia Level Crossing Reductions TWA Order.

Address for correspondence:-



I am writing to object strongly to the proposals of Network Rail to close the footpath crossings known as:-

E09 – Elephant, E10 – Dixies and E11- Windmills, in Newport, Essex.

My Family use the crossing known as Dixies to walk to Whiteditch Lane and on to Wendens Ambo and elsewhere, avoiding all but 20 metres of pavement next to the main road.

The warnings at the track are adequate and great care is taken when crossing. This has been quite straightforward even when the children were young.

To lose this crossing would mean a trek along the pavement beside a busy road.

As the village expands, so the need for more crossings / better pedestrian access increases. New housing estates are being built each side of the track in the north of the village.

The footpaths should not be interrupted by the railway. No matter how many, or how often, people cross the track; footpaths are there for people to walk as freely as they can from place to place; whenever they choose.

Network Rail have a legal duty to manage safety at crossings; not to close them.

It is the individuals' risk if they choose to use the crossing. Adequate signs are in place to warn people of the danger which a moving train presents.

It seems far too easy for Network Rail to persuade villagers that it is dangerous to cross and that closure of the footpath is the only option.

Future generations will not thank us for allowing the closures.

Closure of the footpaths is the easy option for Network Rail; they have everything to gain by the crossings being closed; villagers / pedestrians have a lot to lose.

For several years trains have been sounding their horns when approaching crossings for 'safety reasons', even when approaching crossings which they have cut off. This makes no sense.

In recent months the horns have been sounded more frequently and for a longer duration at very unsociable times; between the hours of 0600 and midnight. This is unacceptable behaviour considering the proximity of the track to houses, causing sleep deprivation and general discomfort.

The right of way must be maintained.

To re-open the footpaths at a later date when everyone had 'seen the light' would be extremely difficult.

For the above reasons I ask that the proposals be rejected.

Yours sincerely,

Richard Monk.

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