

From: Nick Marshall
Sent: 13 April 2017 23:16
To: TRANSPORTANDWORKSACT
Subject: Network Rail Essex and Others Level Crossing Reduction Order - Downgrade of level crossing at Parish of Margaretting - E16 Maldon Road

Dear Secretary Of State for Transport,

I write in relation to the above mentioned notice. As a close resident of this crossing I heartily welcome the closing of footpath 21 especially with regard to the removal of the intrusive whistle boards related to this crossing.

However, the proposal for replacing a footpath (that in the thirteen years I have lived here has literally never been used) with a bridleway, makes no sense to me or anyone I have spoken to in the locality.

I list my reasoning as follows:-

1. Whilst I appreciate that there is a requirement to supply an alternative route in the unlikely event someone wanted to use footpath 21, what is the justification to replace it with a bridleway? This is not like for like in any shape or form.
2. This proposed bridleway causes Whitesbridge Cottages, a group of four terraced listed buildings, to be surrounded by a bridleway on three sides and the road on the fourth, with all the restrictions and resultant knock on effects that will come with it.
3. The proposed bridleway will increase access and therefore the potential for persons to commit crime, i.e. theft or vandalism
4. The proposed bridleway will not be used by horse riders based on my observations over thirteen years. As a result of local knowledge, **ALL** horse riders using existing bridleway 22, which is at the side of my house, ride up towards Maldon road and turn **RIGHT**, onto that road, **AWAY** from the proposed bridleway, or vice versa if riding down same towards Swan lane. i.e. these riders would never go in the direction of the village along the proposed bridleway. These riders then ride on Maldon road east down to the bridge where they join another bridleway. The only riders I have seen that do ride the section of road parallel to the proposed bridleway never turn down the existing bridleway but continue onto the bridleway at the bridge. I cannot imagine these riders would take this new bridleway, ride behind Whitesbridge cottages only then to rejoin Maldon road.
5. A bridleway requires 2m width. This will take a material part of the farmer's field, reducing his yield and income.
6. Point 155 on the map gets badly waterlogged and is unusable in the winter months.
7. At no point did the residents of Maldon road (other than the farmer affected) get consulted on this proposed bridleway until now. The parish council did not know until these notices appeared.
8. If there is a need for a footpath (not a bridleway) to comply with regulations, I would suggest that the bank of land between Maldon road and the field, starting at west point of Whitesbridge Cottages, and continuing next to the proposed bridleway, could be requisitioned for this purpose. It should be cheaper, solve the requirement for an alternative route and have less impact on Whitesbridge cottages in particular.

Please acknowledge this email asap.

Yours sincerely

Nick Marshall



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