

**Caroline O'Neill**

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**From:** David Clarke <ledgerline@care4free.net>  
**Sent:** 19 April 2017 17:47  
**To:** TRANSPORTANDWORKSACT  
**Cc:** Pamela Pearson  
**Subject:** Network Rail Cambridgeshire Level Crossing Reduction Order  
**Attachments:** Network Rail Cambridgeshire Level Crossing Reduction Order.doc

Secretary of State for Transport

Dear Sir,

Please find attached my objections and comments concerning closure of footpaths and railway crossing places. May I thank you in anticipation of your kind close attention.

Yours sincerely,  
David Clarke.



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## Network Rail Cambridgeshire Level Crossing Reduction Order

Dear Secretary of State for Transport,

I am writing to you in my capacity of Walk Leader of health walks, the scheme locally being called the **Heart Beat Health Walks**. These take place on four days each week for 51 weeks each year and are now in their 15<sup>th</sup> year of continuous operation. Therefore my immediate reaction is to be in opposition to any proposed closure of existing footpaths.

In respect of the works proposed for the parish of Littleport in Cambridgeshire, I note the proposed permanent closure of the footpath defined by the markers PO41, PO42 and PO43 and would advise you that *that* route so defined has been impassable with safety since works were carried out on the relief drain on the SW side of the path in 2002/2003. Since then, a public enquiry in connection with a proposal by the railway company to close the railway crossing where footpath 11 crosses the railway, it has been possible to walk a revised route to a realigned railway crossing on the SW side of the open drain. The inspector at the public enquiry ruled that the crossing should be maintained as the path diversion route suggested ( indicated on sheet 13 plan by numbers 27, 28 and 29 ) would take pedestrians in close proximity to road traffic and was less safe, therefore, than a properly ordered railway crossing. To this end, the inspector made a number of suggested improvements to the rail crossing which were carried out subsequently by the rail company. In view of the findings of that public enquiry, I hope that the path across the railway at this point will be retained, rather than risk the expense of a further public enquiry since conditions remain unchanged at that point.

I am not appointed spokesman for the 289 current participants of the walk scheme named, but as leader I am necessarily concerned with their health and safety in general and not just at the times when the various walks are being taken. Where using roads is unavoidable, there is always a danger of physical contact between vehicle and pedestrian, but what is covert and more sinister is the danger to health incident upon the inhalation of traffic exhaust fumes which pollute the air, mainly due to the presence of particulates and NOx. In quite recent times, the government department has become alarmed with the nature and extent of the pollution issues and the consequences of damage to public health. (Actually, I know from my own personal experiences that information about the dangers of high levels of atmospheric pollution has been known for about 50 years, but successive governments seem to have taken little heed of the information to influence their policies or decisions to prevent the situation becoming critical.) It is no secret that health care is an ever increasing burden on public finances and it is the duty of every inhabitant to try and reduce that burden in whatever way is possible. That is why I consider the preservation of safer, cleaner walking places and paths is very important and to be taken seriously. Therefore, I trust that you will think carefully about all the issues involved before making your decisions.

David C. Clarke M.I.Sc.T  
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19<sup>th</sup> April 2017