

**LOWER THAMES CROSSING**

**PROPOSED PUBLIC RIGHTS OF WAY**

**RESPONSE TO ExA ACTION POINT 9 ARISING FROM ISH10 TRAFFIC & TRANSPORTATION**

CLIENT: E AND K BENTON LIMITED  
 LTC ExA REF: AP1717  
 LTC APPLICATION DOCUMENT: REP2-073 9.6 Supplementary Walking, Cycling and Horse Riding (WCH) Maps (Volume B)

PROW REP2-073 REF	PROW SECTION	FOOTPATH	CYCLEWAY	BRIDLEWAY	COMMENT
(OBJECTION/NO OBJECTION)					(if applicable)
1. Green Lane to Mardyke connection	new bridleway connection	No objection	N/A	Objection	The proposed new link would open up a significant tranche of land that would be susceptible to unauthorised access for the reasons provided at ISH10 in respect of the issues of securing bridleway access against motorbikes and quadbikes
2. Mardyke Way surface upgrades		N/A	N/A	N/A	Surface upgrades to the existing Mardyke Way will further add to the issues of unauthorised access currently experienced by landowners and users of the Mardyke Way. As explained at ISH10, existing horse riders rarely use the Mardyke Way for these reasons.
3. New WCH field bridge across Mardyke		See 6 below	See 6 below	See 6 below	See 6 below.
4. Mardyke to FP136 connection	new footpath along route of proposed maintenance track to south of alignment.	Objection	N/A	N/A	The proposed new link would create additional management and security issues for land south of the alignment in opening up a tranche of land that is currently not open to public access. If a link is required in this location, we propose an alternative footpath only route to the north of the alignment as shown on the attached plan by an indicative blue line. Creating access to the south of the alignment would open up access to swathes of unsecured farmland, as well as the Ockendon solar park and the Veolia landfill site which is particularly attractive to offroad vehicles due to its landscape. It is also closer to the urban area of South Ockendon which would create more disturbance to nearby residents and the popular footpaths 132, 134 and 136.
5. FP136 realignment		No objection	N/A	N/A	
6. FP136 upgrade to bridleway		N/A	No objection (subject to suitable structures to prevent unauthorised access being permitted)	Objection	Please refer to ISH10 oral submissions and D6 written representations on issues created by new PROWs/bridleway upgrades. In respect of 3. above, if FP136 is not upgraded to a bridleway, this would mitigate issues that would arise with a new bridge design over the Mardyke. A bridge serving a footpath only could then be better designed to prevent unauthorised access.
7. FP136 to FP135 connection		No objection	No objection (subject to suitable structures to prevent unauthorised access being permitted)	Objection	Please refer to ISH10 oral submissions and D6 written representations on issues created by new PROWs/bridleway upgrades

8. FP135 surface improvements		N/A	No objection (subject to suitable structures to prevent unauthorised access being permitted)	Objection	Surface upgrades to the existing footpath will further add to the issues of unauthorised access currently experienced by landowners and third party users.
9. North Road WCH	new shared WCH route	Objection	Objection	Objection	Please refer to ISH10 oral submissions and D6 written representations on issues created by new PROWs/bridleway upgrades. We consider that the Applicant should review the opportunity to move the 30mph limit to the point marked 'A' on plate 61 of the CAH3 plates as submitted under the separate D6 written representations. The Applicant has previously cited the fact that this section of North Road being subject to a 40mph speed limit as being one of the reasons for the new section of WCH on our client's land to the east of North Road. We consider that a change in the speed limit zones will enable better use of the existing highway to satisfy access requirements without the need to acquire land and/or rights on our client's land. This stretch of road would then be of the same specification as the rest of North Road heading south into South Ockendon which is not subject to any additional WCH routes. There is an existing pavement in place along the west side of North Road, over 1.5 metres in width, which extends up to the foot of the proposed new North Rd bridge. Most users will be using the PROW to reach Thames Chase so it makes more sense to keep it to the west side.



REP2-073 9.6 Supplementary Walking, Cycling and Horse Riding (WCH) Maps (Volume B)  
 Preliminary Design: WCH Routes in Ockendon Link

