


West Wilts Ramblers object to the proposal to stop up Westbury Footpath 15 as it crosses the railway line at ST 86280 51522 [rewriting.stitch.corded](https://www.rewriting.stitch.corded).

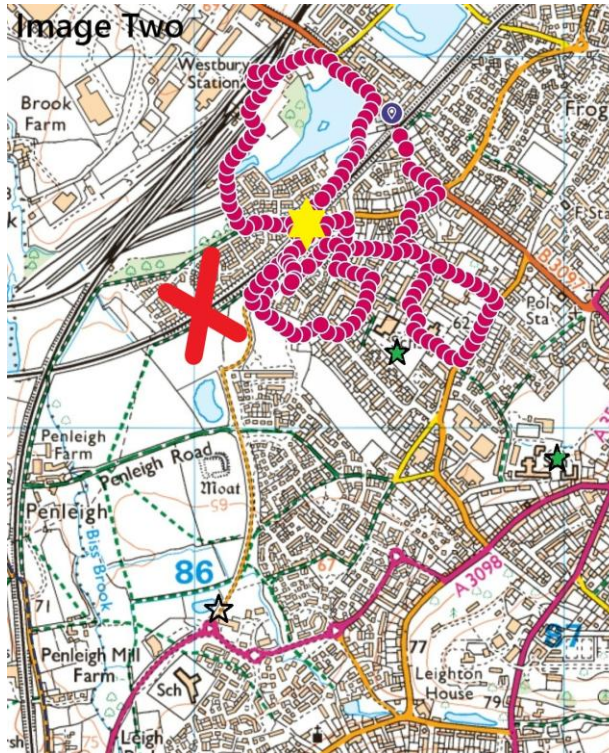
I (Dave Yearsley) walked the locality and considered the points raised in document 'Public Footpath WEST15 - Penleigh Park LC (28032025) s118A Application' (Network Rail's reasons for extinguishment of the rail crossing at Penleigh Park Public Footpath Level Crossing, Westbury Footpath no.15).

The community on the Northside of the railway line would have to walk further via the road bridge on the ugly busy Station Road (Image One).



It would add half a mile for most walking routes if they wanted to go South towards the Community Hubs (e.g. Westbury C of E Junior School, Westbury Infant School, Youth and Community Centre, The White Horse Childrens Centre and The Matravers School, etc), marked School on OS Map (and with a  on Image Two).

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Level Crossing



Walkable routes
mixture of roads and
paths through housing





From Westbury Station
and the nearby houses to
the South. It is obvious
that via the current level
crossing is quickest route.

long terms plans for a new
road overbridge
to be constructed at X

Network Rail raise the possibility of a road bridge at ST 86016 51309 major.depths.spoiled see



on Image Two. The houses on the North side of the railway line have been built and it is unlikely that a road bridge would now be built as car users coming from direction of Penleigh Mill could use existing main roads and the Station Road Bridge. Commuters wanting to walk to the rail station from the areas marked by  would have a quicker route via the existing level crossing than proposed road bridge. And those commuters coming from the direction of Penleigh Mill would have an additional quarter mile if there was no crossing (and no new road

bridge at ).

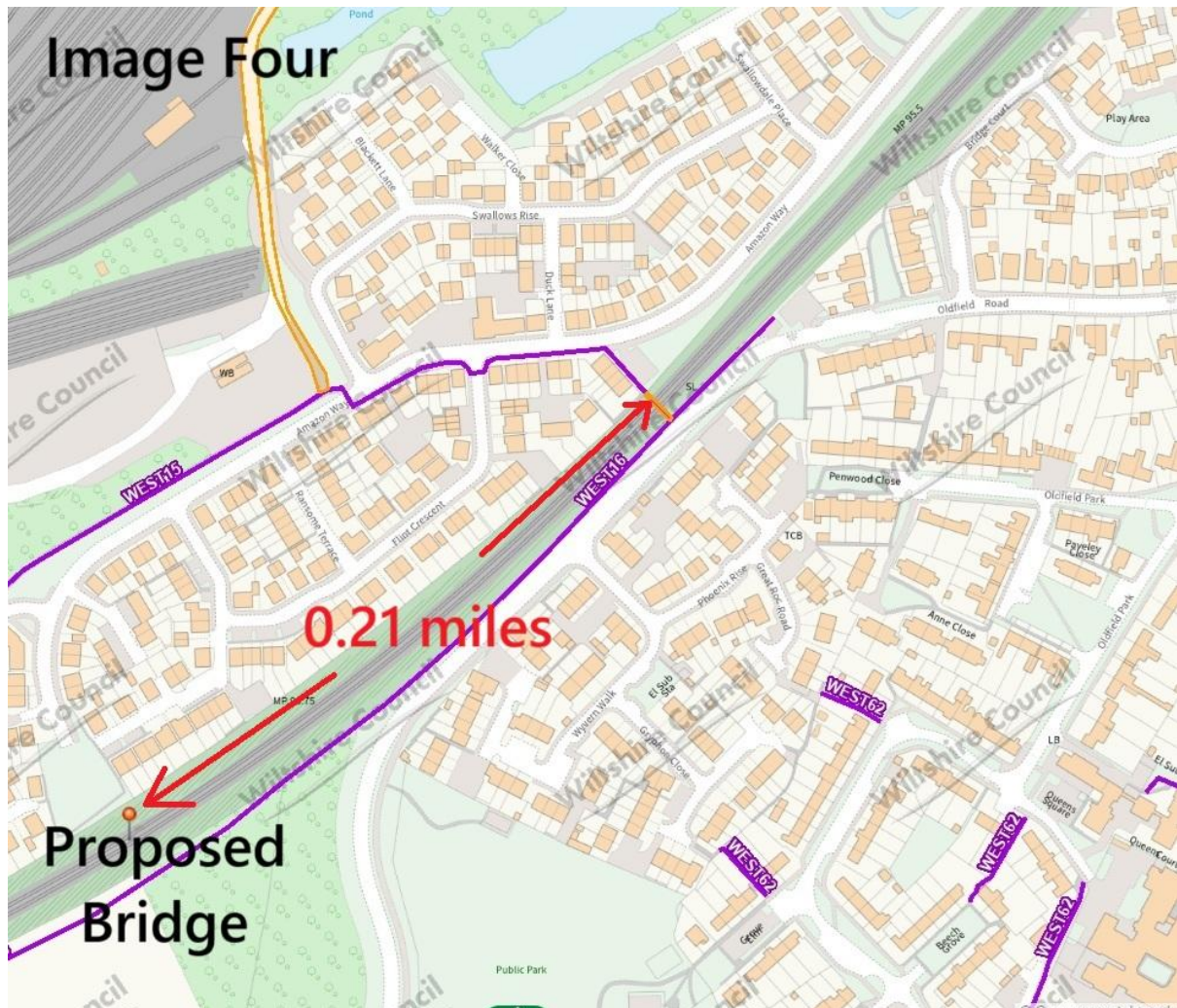
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As can be seen on Image three to visit nearby friends could add half mile and would further isolate families living near the railway line.

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Even if the proposed road bridge was built at X: 386024 , Y:151313 ST 86024 51313
chipper.imparting.flooding – see image four



It would still isolate most families living either side of the railway line and again could add half mile.

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The proposed road bridge would need an access road on the South side of the Railway Line and perhaps cost thirty times more than an underpass or footbridge. It would send more traffic into what is currently quiet and pleasant areas either side of the railway line – see Image Five.



Given the teaser as to who pays for a footbridge or an underpass the best place is at the existing level crossing and there is no need to stop up the Westbury Footpath 15 as it crosses the railway line at ST 86280 51522. An underpass (there is room for slope rather than steps – see Image Six) would be best for the less able and elderly grand parents taking children to and from the schools.

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For long distance walkers, it is a challenge to cross the railway lines on the West side of Westbury. Leisure walking is important and removing rail crossings reduces the options when trying to access the Countryside and pleasant urban spaces. The best Countryside walks are circular and having to return via the same crossing point or the ugly station road is not ideal – see Image Seven.

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Network rail have stated 'The diversion of Public Footpath West 15/16 will have a substantially positive effect on the safety of users but a negligible effect on their enjoyment of the local public path network.' Unfortunately, not being able to cross the railway line will have a big impact on local families, the alternative route is longer, ugly/noisy in parts and reduces the option to those on a longer leisure walk.

Dave Yearsley

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