

No.	Name	Use of the crossing	Incidents	Distance of alternative route	Safety of alternative route	Increase of car use	Bridge
1	Andrew Colbear	10 years	Flimsy evidence. Not aware of any accidents	1km is too far			
2	Area Highway Engineer - Mark Banks			The alternative route is too far.	The narrow pathway of 700mm at Station Road compromises safety and affects accessibility for the vulnerable, the mobility impaired and pushchairs		Crossing should not be closed until the bridge is installed
3	Chris Powell	Use the route	The crossing is safer than Station Road		Station Road under the bridge is treacherous, narrow, uneven gaps and always busy		Not enough room for a bridge
4	Christopher Gill	Regularly uses the crossing	Never experienced any activity I would consider 'near fatal'	Additional distance is too far. What if Station Road is closed for some reason, where would the alternative be then.	Station Road under the bridge is not wide enough particularly those with prams and mobility issues. No safe to cross Station Road to reach the wider path.		
5	Claire Kington				Station Road is too narrow and there is no safe crossing to the wider path. The council has never promoted safety in Westbury	There will be more car use if the crossing closes. Parents need to get their children to school	
6	Countryside Access and Development Officer - Paul Millard		The crossing is as safe as it can be and I am not aware of any incidents	The alternative route is too far. Closing the crossing will create a loss of connectivity to the network.	Safety improvements would be required including dropped kerbs and a pedestrian refuge.		A bridge should be installed, the crossing should remain open until this takes place
7	Countryside Access Officer - Ben Braine		The mitigation on the crossing makes it as safe as possible	The alternative route is too far	Safety improvement would be required to make this alternative route a suitable option		
8	Countryside Access Officer - Vicky Roscoe	The crossing is well used providing access to schools, nurseries, community projects, etc		The alternative route is too far	Station Road is too narrow and inaccessible meaning Station Road would need to be crossed twice causing conflict with traffic	More residents will use vehicles	



9	Diane and Gordon Bulter	Frequent use of crossing	Never witnessed any misuse. The crossing is adequate and safe		Station Road is narrow and difficult to navigate for the elderly, toddlers and prams. There is no pedestrian crossing to the wider path, it is impossible to cross a peak traffic periods. The Station Road tunnel floods and is covered in pigeon foul.		
10	Ian l'Anson	It is very frequently used		The 1km is too far as an alternative, particularly for the vulnerable and encumbered. It would cut off access to the new development			Network Rail should pay for a bridge
11	Elizabeth Saxon	Many residents which to use this crossing. It is used to access schools, shops and services and the train station.	When I was a child we were taught to use the crossing correctly.	The alternative route is too far	Station Road, particularly under the bridge is too narrow and floods.		
12	Ffi Llewellyn		There have been no injuries or deaths. The level crossing is a safer route than the alternative	The crossing is more convenient route.	The pathway under station bridge is trully horrendous, to push a pushchair, walk a dog or children to school is impractical and dangerous due to its narrowness.		There is no bridge and a significant shortfall in funds to provide one so this cannot be used as mitigation by Network Rail to close the crossing
13	Francis Morland		Has there been any incidents at the crossing to justify a closure?				The closure of the crossing without a replacment footbridge or underpass is contray to national policy for active travel
14	Hannah Stone	Used the crossing my times over the years	The traffic light system is clear and easy to use and there is good visability	Closing the crossing would cut off the new estate	The narrow section of Station Road would make it impossible to use for pushchairs and wheelchairs. Station Road is not safe to cross.		Network Rail should have to contribute towards the road bridge
15	Jake Henry	The crossing is a vital route for many of us providing convenient access to various parts of the town		The alternative route is much longer and inconvenient	The alternative route is more dangerous and raises safety concerns		
16	Jamie Gibbs	I am almost begging you to reconsider			The path under the bridge is vary narrow for pram access and young children.	There would be only one route out of the estate on foot and in the car.	There doesn't appear to be anything being done about a bridge



17	James Robbins	The crossing has always been busy and popular as it has always been a thoroughfare to the railway station.	The crossing has been there for many years with no fatality. The crossing has a good signalling system.	The alternative route is longer and more dangerous	Station Road as an alternative is very narrow, the alternative would be to cross the road twice, a busy road, not easy to cross safely		The crossing should not be closed without the installation of a reasonable alternative, i.e. bridge
18	Jamie Hardy	The crossing is used by the entire estate to access shops, the doctors, the pharmacy.	What are the accidents to warrant this closure?	As someone who can't drive this would greatly impact my ability to access services			A bridge should be installed.
19	Janine Tozer	We use this crossing regularly (and safely) for dog walks and will soon use it with 2 grandchildren to access the school.	We have lived here for 3 years and never witnessed abuse of the crossing	Would be an extra half a mile of walking	Station Road under the bridge is narrow, noisy and dirty.		
20	Jean Snelling	I use the crossing to go to work at Bridge House, for the railway and for dog walks	I have never felt unsafe using it		The narrow footpath under the bridge is more dangerous as there is not enough room for people to pass.		Where is the bridge we were promised.
21	John Hernon		Interlocking gates would be a better solution	Alternative route is inconvenient	Alternative route is unsafe		The bridge should be provided
22	Julie Ridley	The level crossing is a well used route to the train station, the schools, the shops, nice walks, the local park and skate park, for fishing and Westbury Leigh area.		Parents may be forced to drive their children to school resulting in congestion	The narrow pavement does not provide safe passage, the pavements are not designed for a lot of footfall	People will have to drive, which will result in more congestion	For safety and environmental concerns a bridge would be a sensible option.
23	Julie Wright	I use the crossing regularly and have seen no mis-use. A lovely pedestrian/cycle route has been installed from station car park to Amazon Way. Perverse not to be able to use it	Network Rail have provided no figures or proof that the crossing is dangerous	The extra 1km is not the point, the pavement is unsafe. The walking and cycling public deserve better	The narrow pavement is unnegotiable by people with buggies, wheel chairs, disability scooters. It is dangerous and busy particularly for the young and unpleasant due to the pigeon guano which is never cleaned. Oldfield Road is heavily congested.		Money has been set aside but the bridge still hasn't been built



24	Karen Ward				Crossing a railway line is dangerous but the alternative route is higher risk. The alternative route under the bridge is not wide enough to accomdate people passing and not a pushchair or wheelchair. There is no safe crossing of Station Road, Oldfield Road is also narrow and conjested.		A bridge should be installed.
25	Kate Plumridgeg	The route is used multiple times daily by families walking children to school or nursery and the doctors surgery and ships. Closing the crossing would negatively impact too many residents	I struggle to see how the alternative route is safer than the light controlled crossing	Personally I walk my 5 year old to school with my 2 year old, which means I use the crossing 4 times a day in the week which is an additional 4km. This would add significant time pressures on families.	The pavement is not wide enough to pass, there are no safety railings, it frequently floods and is covered in pigeon droppings. To reach the wider path would require 2 crossings of Staion Road where there is no safe crossing. Once passed the bridge there is a busy garage.	The crossing is vital for those without a car. The vulnerable users, discussed in the application, would require alternative transport due to the increased distance. There will be extra traffic to already conected roads.	A bridge would be a solution if it were practical
26	Katie Edwards	It seems ludicrous to close a crossing because it is used too much! This crossing is vital			The alternative route is unsafe, Network Rail cannot simply shift their safety concerns to a road		
27	Kevin Leake	I use this route daily from Hackney Way to the train station this closure would inconvenience me greatly	Perhaps telephones could be installed.				
28	Martin Rogers	The crossing provides a valuable connection between communities	Closing the crossing will result in more trespass incidents.	The alternative is too long	Network Rail's assertions that closing the crossing will enhance safety is meaningless without assessing the alternative	The alternative is so long it would result in more car jounerys taken	
29	Matthew Dean		Where is the report on the recent incidents to justify closing the crossing				The closure of the crossing without a replacements bridge is contray to the national policy for active travel



30	Mike Sutton	When I joined the railway in 1975 this crossing was much used by railwaymen and residents. Also used at weekends by the railway social club	There were never any incidents.				
31	Mrs E Corner	We have been here for 3 years and the crossing is heavily used	We have not witnessed any misuse of the crossing	A detour of 1km is not fair on people who need to use local facilities who have no access to a car	Station Road is possibly a bigger hazard than the crossing. It is dirty and inadequate	People will use a car rather than walk the extra distance forcing more traffic on Oldfield Road	
32	Nicki Macfarlane	The crossing is used for parents walking children to school, dog walkers, fister shops. I use this crossing most days. Don't take it away from people that find it useful					
33	Open Spaces Society	Network Rail concedes that this is a popular route that provides convenient access to the town and local amenities. This is a highly valuable crossing serving many residents	The crossing is safer than the alternative	The alternative is 1km alongside roads that are not pleasant environments		This closure will discourage people from walking and force them into their cars, disadvantaging the public health and wellbeing and damaging to the environment.	Network Rail should consider providing an underpass or footbridge.
34	Peter Smith	This crossing is well used	As a resident of Westbury of 35 years I cannot recall any problems concerning this crossing	A 1km alternative is clearly ludicrous.			If Network Rail is concerned for safety replace the crossing with a footbridge
35	Rachel Ford	There are many people on the estate that use the crossing every day to walk children to school, access the doctors and local shop.	Closing the crossing will move the 'danger' from the crossing to the roads.		The alternative is narrow and crossing Station Road is extremely busy		The bridge should be provided as dictated in the site plans many of us purchased our properties based on
36	Ramblers			The alternative route would add half a mile or more on to most journeys isolating families.	Station Road is busy, noisy and ugly		The proposed road bridge would still add a considerable distance if the crossing was closed



37	Rebecca Hill	I used it regularly	Closing the crossing will cut off the estate	When the crossing was temporarily closed it took me 18 minutes where it would normally take 5 minutes and I am a healthy 30 year old.		Closing the crossing will result in more vehicular traffic. We should be encouraging people to get active for health and well being .	A footbridge would be an alternative
38	Richard Blunden	I use this route daily and rarely see a train	Network Rail should be educating the local community, particularly the younger generation, on the dangers of these crossings.			The closure is likely to result in more people driving. This is a backward step	
39	Richard Wright		Where is the evidence the crossing is dangerous. Network Rail is trying to wash its hands of a perceived problem		The alternative route is not pleasant or sometimes practical, under Station Road bridge is a flooding hazard		A bridge should have been built
40	Rob Thompson	I use the route daily. It is a very important route to residents		Suggesting an alternative 1km route to the crossing for the 'vulnerable and encombered' is very unfair.		More people will use their cars increasing the traffic on Oldfield Road	
41	Ruth Vincent	The crossing is well used	I have live here for 10 years and am not aware of any fatalities and everyone I have seen using the crossing has done so appropriately.	The alternative route is too far			A closure should not be sort until a bridge is installed.
42	Simon Pond	I use this route twice a day 4 times a week. The lake and the new path will become no use to anyone but those on the estate			The 1km detour is too narrow to pass each other forcing them to step in the road. It is also prone to flooding		The road bridge from Mane Way to Amazon Way, which has not been built, would still be a large detour
43	Tina Devereux		In the 18 years I have lived here I have never heard of any incidents. The level crossing has many safety features. Network Rail should not be allowed to off-load their safety responsibilities	The extra 1km is unacceptable, pushing a problem further down the road.	Station Road is an an unsuitable route as an alternative to the crossing. Under the bridge is single file and it floods. Station Road and Oldfield Road are notoriously busy. There will be more safety concerns not less.		



44	Tristan Smart	My daughter uses the crossing regularly for school and to visit friends.	Closing the crossing will disadvantage a lot of people but put lives in danger		The path under the bridge is not wide enough for modern pushchairs, pedestrians walk into the road to pass people, the road is extremely busy.		A bridge should be installed and a zebra crossing to cross Oldfield Road
45	Westbury Town Council	The statistics quoted in Network Rail's application are under represented. It as taken during school holidays and during a period Westbury railway station was closed.	Network Rail's case would appear to rely on the fatality at Pewey level crossing which is far inferior to Penleigh. There is no evidence it is more dangerous. The closure on the crossing would increase the risk on the people of Westbury. There is a complete lack of evidence for this closure	Network Rail are proposing to send the vulnerable and encombered on a 1km detour	Station Road footpath is inadequate, particularly under the bridge which is too narrow for anything but single file pedestrian traffic and cannot accommodate wider prams, etc. The route is covered in pigeon faeces.		There are no assurances about a bridge being built ... unless Network Rail would provide funds to meet the shortfall.



**From:** [andrew colbear](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Rail Line pedestrian crossing  
**Sent:** 24/06/2025 15:36:10

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Hi.

I have been using this crossing for over 10 years, bar the period when the developer illegally blocked it off.  
This is another attempt to close the crossing on flimsy evidence. Im not aware of any accidents at this crossing.  
Further, I have at times had to go to the hospital in Bath, on crutches following an operation. adding another 1km is rather arrogant of the writer, perhaps they should try it with crutches and pain.

Not happy,

Andy Colbear

[Yahoo Mail: Search, organise, conquer](#)



**From:** [Banks, Mark](#)  
**To:** [Roberts, Ali](#)  
**Subject:** RE: The Proposed Extinguishment of Penleigh Park Level Crossing, Footpath Westbury 15  
**Sent:** 04/07/2025 08:55:15

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Hi Ali,

**I feel it would be wrong for me to question NR safety assessment as I'm not a qualified Rail Safety Auditor (RSA).**

Therefore, from a highway's perspective.

I object to the closure for the following reasons:

There appears to be insufficient consideration given to the impact of the proposed alternative route via Oldfield Road and Station Road, particularly on everyday highway users. This includes vulnerable individuals, those with limited mobility, and users with pushchairs or other encumbrances.

If a footbridge is ultimately agreed upon, I urge that the timing of its construction be brought forward. Delaying the closure of the existing route until the footbridge is fully operational would significantly reduce disruption and provide a safer, more accessible option for all users.

I believe it is unreasonable to expect pedestrians to travel the distance via Oldfield Road and Station Road, due not only to the extended distance but also to the various challenges and risks they may encounter along the way. Of particular concern is the increased risk to pedestrian safety on these highways, where there appears to be no early intervention measures proposed, as far as I am aware, to improve the infrastructure in line with anticipated increases in pedestrian activity. This is especially critical in areas such as the railway bridge on Station Road, where the existing footway on the northwest side is approximately only 700mm in width. This narrow pathway significantly compromises pedestrian safety and accessibility, particularly given the potential for increased usage.

It is imperative that proactive steps are taken to address any safety concerns and to facilitate appropriate highway improvements before any increase in pedestrian traffic is encouraged or expected.

Regards

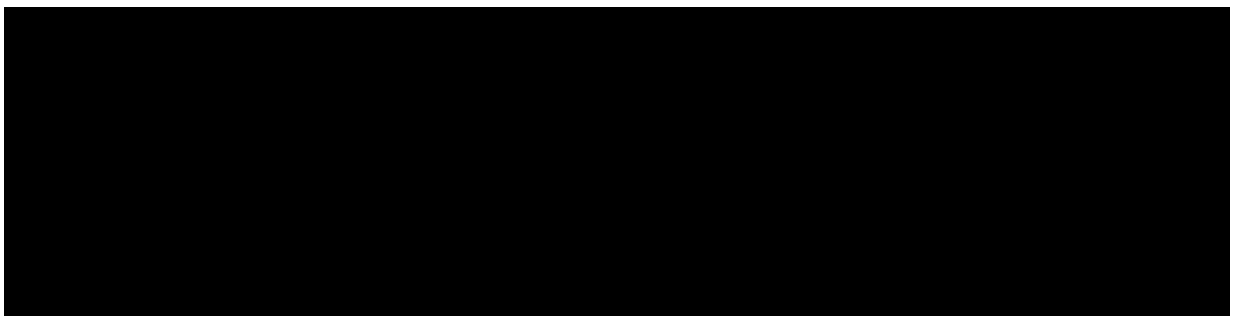
**Mark Banks**

Area Engineer Highways West Wiltshire  
Covering Trowbridge and Westbury Area Boards

Local Highways  
Highways and Transport

**Wiltshire Council**

36 Lancaster Rd, Bowerhill Melksham, Wiltshire, SN12 6QT  
Website: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)





**From:** [powellc67@aol.com](mailto:powellc67@aol.com)  
**To:** [Roberts, Ali](#)  
**Subject:** Proposed Closure of Penleigh Park Railway Crossing.  
**Sent:** 18/06/2025 16:38:50

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[REDACTED]

Hi,

I just wanted to explain why I am against the closure of the above. I live in the Oldfield Road area and travel by rail quite a lot. I much prefer using this crossing to cross Amazon Way and walk along the new pathway past the yard to Westbury station. This is much more pleasant and safer than going along Station Road which is always busy. The pathway under the bridge is downright treacherous with its uneven drain cover, gaps and narrow passageway. This is totally unsuitable for young schoolchildren and recently, I was almost killed by a reckless driver when trying to cross Station Road.

If Network Rail are concerned about abusers and trespassers, then as far as I'm concerned this is their lookout. Any child or person with severe learning difficulty using the crossing should be accompanied by a responsible adult anyway.

One solution would be a footbridge with ramps for pushchairs, bicycles etc. I understand this will be at considerable cost (I am willing to pay increased rail fares) and I'm not sure if there is enough room anyway.

Chris, Bridge Court, Westbury.



**From:** [Christopher Gill](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Closure of railway crossing Oldfield Road, Westbury  
**Sent:** 06/07/2025 19:32:06

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Dea Ali,

I would like to oppose the closure of the pedestrian crossing by Network Rail on Oldfield Road, Westbury.

The basis for my objection is around the lack of other safe means to cross the railway in the near vicinity. The network rail proposal to use the paths under the bridge on Station Road (B3097) do not consider the suitability of safe pedestrian access using that route.



As you can see from the above image, the pedestrian access adjacent the N bound traffic lane, is not wide enough, especially for those with young children or those who require mobility aids. I have had many occasions where my children and/or dog have been close to being struck by a car using the path on this side of the road. Unfortunately, despite there being an adequate path on the other side of the road, this is not used by pedestrians due to the lack of a safe crossing between the bridge and the roundabout opposite the Railway Inn Pub, or a safe crossing between the bridge and the roundabout adjoining Rosefield Way and Oldfield Road. Also the wider path adjacent to the south bound traffic lane, terminates at the Railway Inn and the nature of the road layout and the blind corner means crossing is extremely dangerous.

In my two years in Westbury, during which time I regularly use the crossing for dog waling and family walks, I have never experienced any activity on or near the crossing I would consider to be "near fatal". I consider this to be an attempt by Network Rail to de-risk themselves and save money on maintenance of a perfectly safe crossing.

I would urge the council to consider the bigger picture when deciding on the outcome of this closure application. This should include, but not be limited to considering:

- The additional distance to walk for pedestrians.
- Safe and accessible pedestrian walkways under the bridge at Station Road.
- The contingency planning should the paths under the station road bridge need to be closed for repairs or other reason.
- Other efforts Network Rail could make to ensure the crossing is safe.... CCTV, information campaigns, locking gates etc.

Many thanks for taking the time to read my objection. I would kindly ask you keep me informed of any developments regarding this matter.

Kindest regards,

Christopher Gill

■ Roman Place,  
Westbury,  
BA13 ■



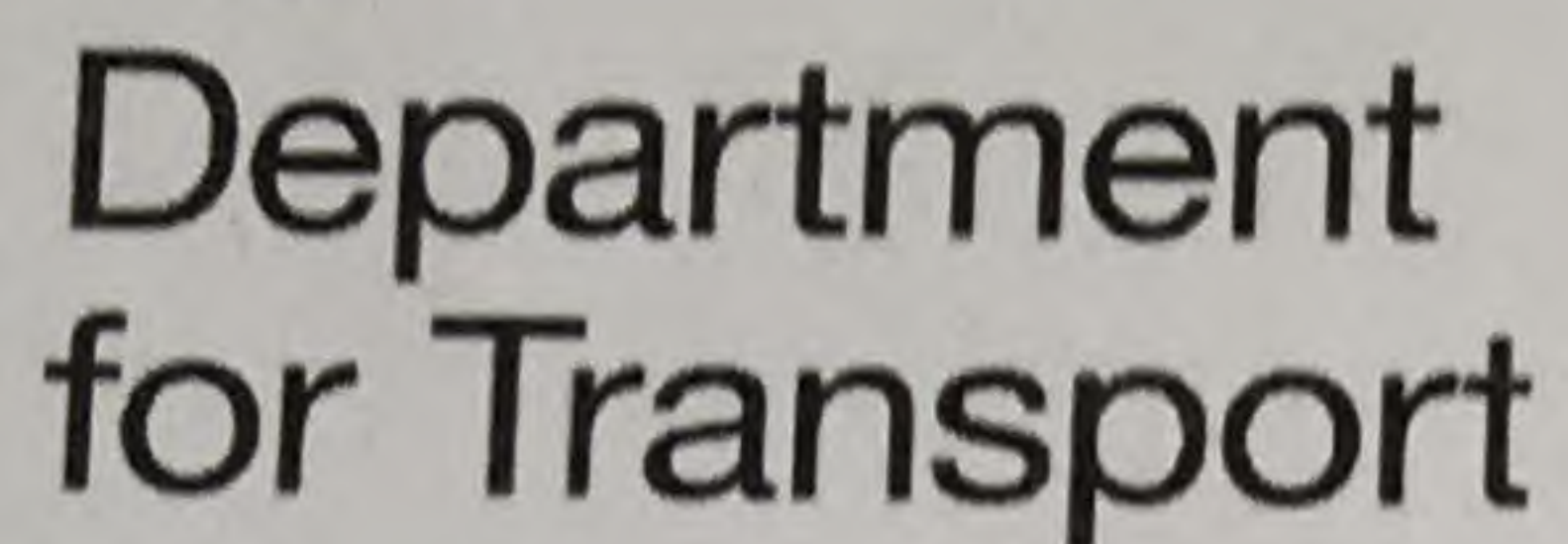
**From:** [ckington284](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Plan to close railway crossing  
**Attachments:** [A85B11E9-0822-4644-8EE1-B5B0E8E9057B.jpeg](#); [A89EFAF1-FE14-4E2D-845F-9257CB75A955.jpeg](#); [36BD16E1-321F-4076-B791-49B79A12DF95.jpeg](#); [211EA9F4-B4EB-4CEF-9A9C-5C9FFF4C9A65.png](#); [CAFB7680-3446-4AD2-ACB6-A20BAD7C321A.jpeg](#);  
**Sent:** 19/06/2025 20:30:25

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[REDACTED]  
Claire Kington [REDACTED] The Tynings Westbury [REDACTED]

Whoever passed planning permission for Amazon Way houses must have realised that homeowners have children who need schools. Who wants to get the car out when the Tesco store is a short walk away over the railway line or to visit friends. The railway bridge by Railway Inn walkway is narrow and negotiating the Bridge roundabout to cross road for station is dangerous. The Railway Bridge over the line has a 7.5 T weight limit it has never been repaired one day it will fall down. The other morning there were a number of 8 year olds unaccompanied scooting down past the Railway Inn to primary school. When Leigh Park Housing estate was built along mane way and through the Oldfield cul de sac a Bridge over the Railway Line was promised. The Council has never shown any interest in promoting Westbury safety or interest. Despite given us an incinerator and rapidly increasing Trading Estate that is separated from the town with a 7.5T limit bridge in between and lorries etc travelling around the A350.





Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)  
Our Ref: 00019554

Claire Kington  
 ■ The Tynings  
 Westbury  
 Wiltshire  
 BA13 ■

**Regions and Cities Partnership and Delivery Directorate**



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**WHITE HORSE  
NEWS**

# Councillors question pedestrian bridge idea for Spinnaker estate

by White Horse News — January 5, 2022

Reading Time: 2 mins read

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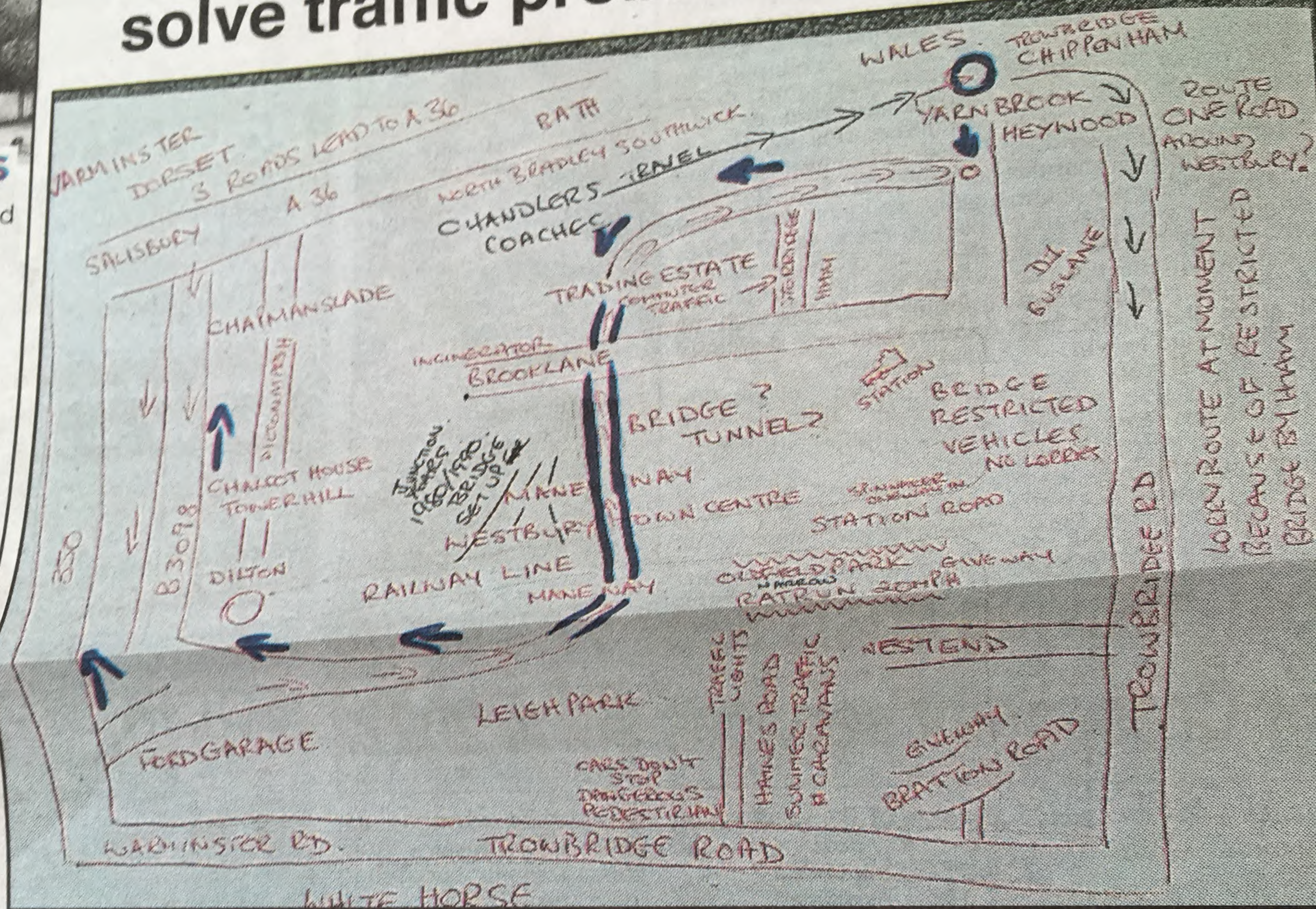
**WESTBURY** town councillors have questioned an idea put forward by one of their councillors, to construct a pedestrian bridge from Mane Way over the railway lines to the Spinnaker Estate. This would be an alternative to the current plans that would see a road bridge built to help alleviate traffic in the area.

In a draft letter to Wiltshire Council, cllr Sheila Kimmins suggested that plans for a pedestrian





# A bridge over the railway line solve traffic problems in the town



Dear Editor,

Please see the attached schematic drawn plan and how useful a new bridge would be. At the moment, traffic movement is restricted within the Westbury borders. A good example of this is the Bratton Road traffic changes.

When designing new routes or a plan for Westbury roads, you cannot just wait for them to bed in. For Westbury, you have to look beyond the initial problem. A bridge over the railway line would solve the following problems:

1. The old railway bridge from The Ham to the town centre is weight restricted to lorries - they have to go out onto the Trowbridge Road, but then

they are forced through the West End and Haines Road, which is further exacerbated in the summer by caravans going to the coast. A bus lane has been introduced by the railway bridge to keep connectivity timings for passengers, which is sometimes used as a rat run.

2. Oldfield Park has a rat run which is the road which leads out of Leigh Park towards Station Road and is hampered by give-way signs, 20 mph zone and a narrow road which sees a huge traffic queue in the morning for commuters trying to get to work at the trading estate and beyond. Traffic lights at the railway entrance (which is four-way traffic) failed the

other week, which meant that motorists had to go through red lights as the traffic quickly reached the roundabout at Rosedale Way/ Station Road.

3. In recent weeks, there have been cases of refuse lorries catching fire because residents have wrongly recycled their batteries in household waste. We need to have viable routes for fire engines in an emergency, especially for Oldfield Park, as having them circle around town is not the answer. Spinnaker residents complain about commuter traffic and who can blame them when there are two old bridges; one under, one over, a weird small roundabout accessing the railway station and one entry point into the estate

because the traffic can't see around a corner may cause a crash if it is a queue. Somehow this does not ring true. They are proposing development on Sand Lane, which means the Warminster Road by the head Lane will be potentially safe going from the vision restricted down hill to The Old Be Old Dilton Road and would assume so impedes traffic flow that development is built onto the War Road.

Mayor Mike said that in Issue M "Which will no doubt confuse the minds of the residents there that they be living next to a road."



# LETTERS TO THE EDITOR

## Proposed bridge over Westbury railway

## Bridge works before a bypass

Dear Editor,

I thank the White Horse News for publishing Claire Kingston's helpful proposal for a bridge over the railway to ease traffic in Westbury. As Claire has written, this is not at all new. As Claire points out, it has previously been planned around. At this stage, I think that it could be confusing to get into the details of Claire's suggestion. It is the basic concept which matters.

I offer some recollections about the curious Westbury Station Road over-bridge weight limit, which was imposed by Wiltshire Council to make calculated traffic improvement statistics for its eastern Westbury bypass scheme seem to be better than they would actually have been. The station over-bridge had been principal way for HGVs for the

Westbury trading and industrial estates. Then, as if coincidentally, in conjunction with Wiltshire Council's progression of its eastern bypass project, came news that this bridge may have deteriorated beyond its ability to carry heavy vehicles. Various signs went up. The eastern bypass subsequently foundered with all hands at the 2008 public inquiry. The weight limit on the Station Road over-bridge has peculiarly remained. It forces HGVs to go a longer way, inclusive of having to go through the town, obviously causing all-round environmental harm.

Years on and this 'weak bridge' has not been resolved. I accuse Wiltshire Council of acting against Westbury by avoiding progressing strengthening this bridge, for Wiltshire Council's own reasons which

I suspect include attempting to resurrect its counterproductive eastern bypass project.

I recall various detail complications, which should have been resolved by now, which are relatively irrelevant in the context of the deplorable situation which has gone on for so long.

From reading the White Horse News, I believe that Wiltshire Council has been giving us all an impression that an implausible big new highway project is the only way to get traffic relief for Westbury. I have observed that viable improvements over the current situation, inclusive of obvious bridge works, are not being progressed. I do not like Wiltshire Council for this.

John Bowley,  
Warminster

Dear Editor,

I refer to the letter regarding the proposed bridge over the railway at Westbury. I understand that this proposed bridge was part of a Section 106 planning obligation, when planning permission for Leigh Park was granted in 1996 (hence the road to nowhere).

The developer, Persimmon, had to pay a considerable amount towards the construction of this

bridge. About 15 years ago, I think it was stated that construction could not proceed until the other side was developed and the developers would also have to contribute towards the cost. Now Spinnaker Park is nearly finished, so one would assume that work could now commence. Was the Persimmon contribution ring fenced in 1996? If not, what has happened to the money?

Pamela Thomson

Council reminds people that batteries

WESTBURY  
CHURCHES



# Residents seek change over traffic calming measures on Oldfield Road

**WESTBURY** Town Council says that although there are no current plans to change or improve the current

measures on Oldfield Road, residents who have concerns about the road layout should make their views known.

Residents have said that following an increase in traffic in the area over the years, the road often sees a lot of traffic congestion as the traffic islands and speed bumps, which are designed to slow cars down and make the area safer for pedestrians, create more traffic congestion at peak times. Residents have also said that many cars simply drive through the gaps in the middle of the road, to avoid going over speed bumps so they don't have to slow down.

Westbury Mayor, cllr Mike Sutton, is encouraging anyone who has issues with the traffic calming measures to contact the town council so councillors can discuss the issue and bring it to the attention of Wiltshire Council. But he says that a majority of residents would need to support any plans before they can take them to Wiltshire Council.

He said, "The traffic calming measures in Oldfield Park were put in place

by Wiltshire Council some years ago in response to concerns from residents about the speed and volume of traffic in the area, particularly through traffic. "It is recognised that due to constant wear and tear they may no longer be such a deterrent and whether they need to be repaired, removed or other measures put in place, that would be a decision made by Wiltshire Council.

"The town council will respond to views or suggestions put forward by residents and through the highways, planning and development committee to make a case for new measures or even removal and ask Wiltshire Council to consider the request.

"In the past, there has not been unanimity amongst residents as to suggested measures and for the town council to take this forward, there would need to be a majority for whatever is proposed. At present, there has not been any approach from interested parties to consider any changes or renewal.

"It would be difficult for the town council to request Wiltshire Coun-

cil to replace or renew without strong evidence it had favour amongst the majority."

Debbie Ashford, who lives on Oldfield Road, said, "I imagine that when the traffic calming measures were first introduced, it may have seen some success. But that whole area has changed in the 20 years since then and there is now so much traffic.

"The situation for many

years has been that cars simply ignore the speed bumps and drive directly through the gaps, completely negating the traffic calming measures. I think this whole stretch of road needs redesigning, as at peak times, it can be a complete nightmare."

Cllr Nick Holder, cabinet member for highways at Wiltshire Council, added, "There are no plans to change the current layout



of traffic calming at Oldfield Park. However, if any concerns or footpaths be raised with council in the who can then at the Local Footways Group, who improve roads and field Road



**BY JIERAN MACKIEY**  
smackiey@news.wills.co.uk

**A MULTI-MILLION** pound project which include 300 new homes in Westbury went on display to the public last week.

The public consultation showcased plans by London developers Square Bay for 55 acres of land near Station Road.

As well as 300 homes – 30 per cent affordable – a new bridge would be built over the railway line to link the estate to Mane Way, to ease congestion through Oldfield Road.

Westbury Sailing Club would also get new facilities.

That area of Westbury is zoned for housing in the West Wilts Local Plan and in Wiltshire's Core Strategy.

## Developers hoping to build 300 properties near station

opers Square Bay, who bought the land in March, said: "I would like to think that the town will get behind the plans."

"The road bridge and link road joining Mane Way with Station Road has been long awaited and will bring significant relief to residents in Oldfield Road."

"The plan will be to submit the application later this year and today was about getting feedback from councillors and public."

More than 80 members of the public and councillors saw the plans at The Laverton last Thursday, and were invited to

cent of forms returned indicating people back the plans.

Councillor David Tout said: "As a general idea I think it's good and good for the town."

"I live opposite the site so there might be disruption but one thing I'm pleased to see in the plans is allotments as there is a shortage of them in the town."

Resident Susan Atherton said: "The wildlife and beauty of the countryside is something to be treasured but at the same time more houses need to be built."

"I am concerned there are no bungalows. Older people haven't



# Residents seek change over traffic calming measures on Oldfield Road

**WESTBURY** Town Council says that although there are no current plans to change or improve the current

measures on Oldfield Road, residents who have concerns about the road layout should make their views known.

Residents have said that following an increase in traffic in the area over the years, the road often sees a lot of traffic congestion as the traffic islands and speed bumps, which are designed to slow cars down and make the area safer for pedestrians, create more traffic congestion at peak times. Residents have also said that many cars simply drive through the gaps in the middle of the road, to avoid going over speed bumps so they don't have to slow down.

Westbury Mayor, cllr Mike Sutton, is encouraging anyone who has issues with the traffic calming measures to contact the town council so councillors can discuss the issue and bring it to the attention of Wiltshire Council. But he says that a majority of residents would need to support any plans before they can take them to Wiltshire Council.

He said, "The traffic calming measures in Oldfield Park were put in place

by Wiltshire Council some years ago in response to concerns from residents about the speed and volume of traffic in the area, particularly through traffic.

"It is recognised that due to constant wear and tear they may no longer be such a deterrent and whether they need to be repaired, removed or other measures put in place, that would be a decision made by Wiltshire Council.

"The town council will respond to views or suggestions put forward by residents and through the highways, planning and development committee to make a case for new measures or even removal and ask Wiltshire Council to consider the request.

"In the past, there has not been unanimity amongst residents as to suggested measures and for the town council to take this forward, there would need to be a majority for whatever is proposed. At present, there has not been any approach from interested parties to consider any changes or renewal.

"It would be difficult for the town council to request Wiltshire Coun-

cil to replace or renew without strong evidence it had favour amongst the majority."

Debbie Ashford, who lives on Oldfield Road, said, "I imagine that when the traffic calming measures were first introduced, it may have seen some success. But that whole area has changed in the 20 years since then and there is now so much traffic.

"The situation for many

years has been that cars simply ignore the speed bumps and drive directly through the gaps, completely negating the traffic calming measures. I think this whole stretch of road needs redesigning, as at peak times, it can be a complete nightmare."

Cllr Nick Holder, cabinet member for highways at Wiltshire Council, added, "There are no plans to change the current layout

of traffic calming at Oldfield Park. However, if any concerns or footpaths be raised with council in the who can then at the Local Footways Group, who improve roads and field Road









# ILY AGES

1950-2025. Betty  
March 2025 aged 74.  
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bruary aged 74. A  
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## LETTERS TO THE EDITOR

Write to White Horse News, 31 Market  
Place, Melksham. SN12 6ES or email  
[news@whitehorsenews.co.uk](mailto:news@whitehorsenews.co.uk)

Please include your name, address and a  
daytime telephone number

### Mane Way Bridge

Dear Editor

I have had several  
letters published in the  
White Horse News about  
the Mane Way Bridge. It  
should go over the railway  
line until it reaches Brook  
Lane, there could be a side  
road from Amazon Way.

Westbury town is cur-  
rently divided by a railway  
line - one side being town  
and the other industrial  
which has also grown in  
size. They would be joined  
together with no more  
lorries travelling around  
the A350 and certainly not

incinerator lorries.

I have also in August  
2024 given a four-min-  
ute speech to Westbury  
Town Council Highways  
Committee on this very  
subject. So I am trying to  
understand why they have  
suddenly got so excited.  
This should have been  
chased up when the bypass  
planning permission was  
rejected and the bridge was  
still on the table.

Trowbridge Council  
has had £16 million spent  
on road infrastructure for  
a town that has no special  
features. It is also having  
built a large swimming  
pool for £25 million all this  
planning has been passed  
and the red light to build in  
a couple of years.

I do think councillor  
Nick Holder is out of his  
depth and has been a pawn  
in Trowbridge Council's  
political infrastructure  
game and there needs to be  
an unbiased professional  
brought in.

Claire Kington

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## WESTBURY

### Read the

THE Times newspaper rec-  
published an in-depth survey  
the attitudes and opinions of  
eration Z', people born bet-  
1997 and 2013. Interestingly  
younger generation seems  
more attuned to the spiritual  
of life. According to The  
"62 per cent of 18 to 24-year  
identified as either 'very' or  
spiritual."

Allied to this is a new inter-  
the Bible among Gen Z-ers. F-  
ers report that between 2019-2-  
was an 87 per cent increase in  
sales. People are evidently se-  
for a something that will make  
of their lives and give them

## NEW

THIS month, Westbury u-  
bers were amused and  
by an hour-long talk from  
Lloyd on Passports,  
Traitors and Spies.

Martin worked for F-  
gration Service for 24  
stories today told of the



MAKE OR UPDATE



# WILTSHIRE COUNCIL UNDER FIRE OVER BRIDGE DELAY

Continued from front page  
New plans for another bridge over the railway line, primarily using development funding, have been secured for this project, further funding will need to be identified before a timescale for the project can be set.

However, some question whether the bridge will alleviate congestion or merely shift the problem elsewhere. A local resident said on social media, "Doesn't the new bridge across the railway just funnel the traffic into the other new residential area?"

Mayor Jane Russ criticised the council's approach, saying, "I don't think Wiltshire Council have thought this through a detailed design for the

road. We were promised a bridge to take the traffic away from Oldfield Road when previous houses were built, but to no avail could be built. 2023 Wiltshire Council reaffirmed its commitment "to complete a bridge over the railway line, primarily using development funding." The council added, "The next stage is to have discussions with Network Rail to finalise the design of the bridge and gain their best advice on requirements for trains."

The situation is in a good position and residents will be kept updated."

White Horse News has now asked for the latest update. Cllr Nick Holder, Wiltshire Council's cabinet member for highways, said, "We're currently preparing a detailed design for the

bridge which would link Amazon Way within the Spinnaker development to Mane Way. This would help to reduce congestion on Oldfield Road and avoid the need to pass under the low bridge on Station Road."

While some funding has been secured for this project, further funding will need to be identified before a timescale for the project can be set."

However, some question whether the bridge will alleviate congestion or merely shift the problem elsewhere. A local resident said on social media, "Doesn't the new bridge across the railway just funnel the traffic into the other new residential area?"

Mayor Jane Russ criticised the council's approach, saying, "I don't think Wiltshire Council have thought this through

at all. Why would you put a bridge from Mane Way and run it through the Spinnaker Estate? The whole thing is a complete nonsense."

"The estate already has 'chicane' parking issues, with people parking on Amazon Way as they only have parking off road for two cars but have three or even four to a household. Furthermore, there is no dedicated visitor parking at all on the estate."

"Are the people on the Spinnaker estate going to be happy to have masses of traffic trundling passed their windows?"

"Wiltshire Council needs to look at doing a proper job, with a bridge that goes over all the railway lines to the west of Spinnaker. It could then spur off to the industrial estate to the east and meet the A36 to the west."

## Villages celebrate £86,000 raised over decades for The Children's Society as bank closures signal end of an era

Continued from front page

We've found lots of ways

## 'Keep his me Sutcliffe's fam community

Continued from front page  
gratitude for everyone who made the donation possible. He said, "A lot of children are going to benefit from the books."

On 28th February, Lennix's friends looked through the books and said they were 'really excited' to read them. A photograph of Lennix in his school uniform was displayed by the group alongside a wooden cross and a Charizard toy—an orange, dragon-like creature that was Lennix's favourite Pokémon character.

The book donation was made possible by a fundraiser at the Dilton Marsh Social Club in November, which featured a night of live music in Lennix's memory. The event was organised by Keely Bosson and Dan Hillman, with full support from the family.

Keely said, "I spoke to Jackie and Chris, Lennix's parents, and Nigel, Lennix's grandfather, to see if they would be happy for me to organise the event alongside Dan and the Dilton Social Club. We then discussed where the money raised could go. Because Lennix loved to read, we decided to donate books to

the school in his memory. It was about keeping his memory alive. Ben Bands The 102s and performed later night at the funeral 30th November £1,100 was raised raffle—with prizes by local business a bucket collection out by Stephen the night.

Jerry Willis, Dilton Marsh said it was a host the evening three corner village," school, be- life, the that's ty end of in bet social people mun thes Le

Jackie and Chris, Lennix's parents, and Nigel, Lennix's grandfather, to see if they would be happy for me to organise the event alongside Dan and the Dilton Social Club. We then discussed where the money raised could go. Because Lennix loved to read, we decided to donate books to



**From:** [Millard, Paul](#)  
**To:** [Roberts, Ali](#)  
**Cc:** [Banks, Mark](#); [Davey, Kate](#); [Roscoe, Vicky](#); [Braine, Ben](#);  
**Subject:** WEST15 closure of level crossing  
**Sent:** 03/07/2025 09:37:05

---

Good afternoon Ali,

Thank you for sending me a copy of this consultation. I'm afraid I cannot support this closure in its current form, it appears that no thought has been given to improving the alternative routes that the public would have to use. Improvements would be required to the likely alternate routes that the public will have to use (including dropped kerbs and tactiles perhaps even a pedestrian refuge island). The crossing in its current form is as safe as it can be. I am not aware of any accidents at this level crossing. Rather than closing this crossing Network Rail should be looking to improve it with a bridge. I understand that money is earmarked for a road bridge with a footway further to the West than the current crossing and that if this is not delivered then the money can be used to fund a Footbridge instead. I would suggest that the crossing is kept open until a bridge has been provided over the railway line and the access to that bridge is safe and suitable to all users.

Network Rail have made the crossing as safe as they can with a deck, Visual and audible warnings as such I would suggest that we keep a watching brief for now and relook at this in 18 months.

For now, I object to the stopping up of WEST15 on the following grounds, Loss of connectivity to the Public Rights of Way network, inconvenience to users of the crossing with the increase in distance required to get around the closure. Lack of Highway improvements to cope with the extra use.

Kind Regards  
Paul

Paul Millard  
Countryside Access Development Officer  
Rights of Way and Countryside  
Local Highways  
Wiltshire council  
Telephone: Internal 12821 External +44 01225 712821  
Email: [paul.millard@wiltshire.gov.uk](mailto:paul.millard@wiltshire.gov.uk)  
[www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)



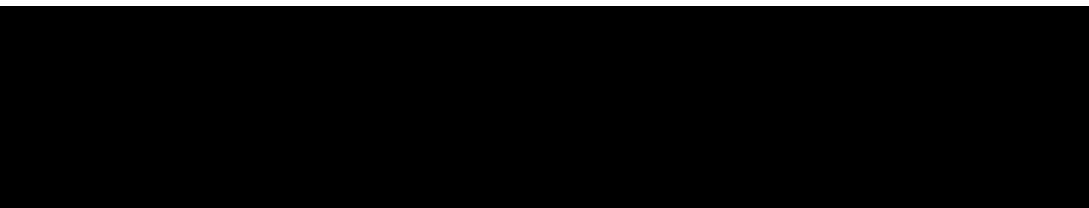
**From:** [Braine, Ben](#)  
**To:** [Roberts, Ali](#); [Millard, Paul](#);  
**Cc:** [Banks, Mark](#); [Davey, Kate](#); [Roscoe, Vicky](#);  
**Subject:** Re: WEST15 closure of level crossing  
**Sent:** 03/07/2025 16:42:21

---

Good afternoon Ali,

In response to this consultation, I have visited this crossing and walked the proposed diversion route. I don't feel I can support the closure as it is currently presented. The crossing itself, I felt, was about as safe as it is possible to make a level crossing. There is clear signage on the approach from both sides and it is gated. There was a red and green light system in place which I saw working. This was accompanied by an audible signal when a train approaches which I also heard. The line of the path between the two gates was also decked. I felt that the crossing had good visibility both ways down the railway line. The proposed diversion was longer in distance and would possibly require improvements in order to make it a more suitable option.

Thanks  
Ben



Good morning Paul,

Thank you for taking the time to respond to this initial consultation. I acknowledge receipt of your objection to this proposed extinguishment of Penleigh level crossing, right of way no.WEST15 (part). Your objection has been added to the public path order register which can be viewed following the attached link [P/2025/003 - Rights Of Way - Wiltshire Council](#) All the papers on this proposal including the representations and objections received can be seen on this page.

Kindest regards,

Ali

Ali Roberts (Miss)  
Definitive Map Officer  
Definitive Map and Highway Records  
Wiltshire Council  
County Hall  
Trowbridge  
BA14 8JN



Tel: 01225 756178  
Email: [ali.roberts@wiltshire.gov.uk](mailto:ali.roberts@wiltshire.gov.uk)  
Web: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)

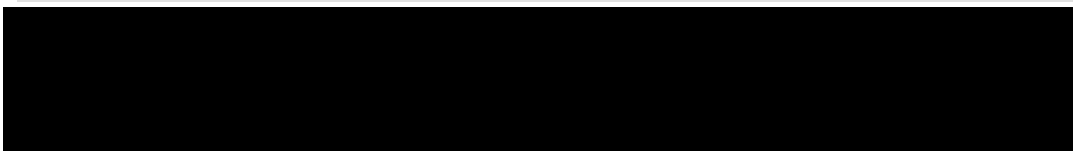
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**From:** [Roscoe, Vicky](#)  
**To:** [Roberts, Ali](#); [Millard, Paul](#);  
**Cc:** [Banks, Mark](#); [Davey, Kate](#); [Braine, Ben](#);  
**Subject:** RE: WEST15 closure of level crossing  
**Sent:** 14/07/2025 11:14:46

---

Good morning Ali,

Thank you for sending through the consultation for the extinguishment of Penleigh level crossing (public footpath WEST15). I am afraid that I too cannot support the closure in its current form. The crossing currently provides a well-used route to local schools, nurseries, community projects and Penleigh Park. By closing the crossing and suggesting pedestrians use the alternative route via Oldfield Road, Bridge Court, Station Road and Amazon Way it adds an additional 1km to their journey. The suggested diversion would send pedestrians onto narrow pavements which are not accessible for all due to the width. To overcome the width issues pedestrians would have to cross the road twice putting families with young children and people with mobility issues into conflict with traffic on the busy B3097. Without the railway crossing and with the additional 1km added to a journey you are likely to see an increase in traffic along the B3097 as more residents use their vehicles to access vital facilities on the other side of the crossing.

Due to loss of connectivity, lack of highway improvement, and increased distanced to walk I object to the current proposal.

Kind regards

Vicky Roscoe

Countryside Access Officer  
Rights of Way and Countryside



Tel: 01225 718647  
Email: [Vicky.Roscoe@wiltshire.gov.uk](mailto:Vicky.Roscoe@wiltshire.gov.uk)  
Website: [www.wiltshire.gov.uk](http://www.wiltshire.gov.uk)  
Report issues online at: [MyWilts online reporting - Wiltshire Council](#)

---

**From:** Roberts, Ali <Ali.Roberts@wiltshire.gov.uk>  
**Sent:** 03 July 2025 10:11  
**To:** Millard, Paul <Paul.Millard@wiltshire.gov.uk>  
**Cc:** Banks, Mark <Mark.Banks@wiltshire.gov.uk>; Davey, Kate <Kate.Davey@wiltshire.gov.uk>; Roscoe, Vicky <Vicky.Roscoe@wiltshire.gov.uk>; Braine, Ben <Ben.Braine@wiltshire.gov.uk>  
**Subject:** RE: WEST15 closure of level crossing

Good morning Paul,

Thank you for taking the time to respond to this initial consultation. I acknowledge receipt of your objection to this proposed extinguishment of Penleigh level crossing, right of way no.WEST15 (part). Your objection has been added to the public path order register which can be viewed following the attached link [P/2025/003 - Rights Of Way - Wiltshire Council](#) All the papers on this proposal including the representations and objections received can be seen on this page.

Kindest regards,

Ali

Ali Roberts (Miss)  
Definitive Map Officer  
Definitive Map and Highway Records  
Wiltshire Council  
County Hall  
Trowbridge  
BA14 8JN



**From:** [Diane Bulter](#)  
**To:** [Roberts, Ali](#)  
**Cc:** [REDACTED]  
**Subject:** Proposed closure of Penleigh Park rail crossing  
**Sent:** 23/06/2025 17:38:05

---

[REDACTED]  
Dear Ali

We wish to express our strong disapproval and concern about this proposed action by Network Rail. We live on the Spinnaker Estate and make frequent use of this crossing to either walk into town through Penleigh Park or to the White Horse Medical Centre and Sunak's Pharmacy.

To expect elderly people (I am 77 and my husband is 79) as well as families with young toddlers and prams to walk down to Station Road and then navigate across the busy intersections by the bridge where there is no pedestrian crossing is absolutely ridiculous. The narrow footpath along to Protyre is extremely dangerous and the tunnel is flooded in wet weather. Crossing over the road is impossible at peak traffic periods as the speed limit is 30mph and many drivers exceed this along that section.

If Network Rail persist in this closure then the Council should request a pedestrian crossing (with a traffic light) to be placed on Station Road so that pedestrians and cyclists can safely cross to access the wider footpath (which is fouled with pigeon droppings).

We have never witnessed anybody 'misusing' the railway crossing as claimed by Network Rail. This is clearly a cost cutting exercise on their part.

We would suggest that the Council request a copy of all the safety concerns which Network Rail claim to have been raised over the years. As the Spinnaker Estate has not been established for very long it is difficult to imagine exactly who has been raising concerns on a very adequate and safe level crossing and what these might be.

Yours sincerely  
Diane and Gordon Bulter  
[REDACTED] Swallowdale Place  
Westbury  
BA13 [REDACTED]



**From:** [Ian I'Anson](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Proposal to extinguish level crossing off Oldfield Road.  
**Sent:** 04/06/2025 10:24:18

---

Good morning,

I note that Network Rail has proposed to 'extinguish' the level crossing on Oldfield Road. The reasons why this would be wholly unacceptable are essentially stated within the text of the proposal, i.e.:

- It is a very frequently used Public Right of Way;
- A detour of ca. 1 km to reach the opposite side of the crossing is an unacceptably long detour, particularly for the same 'vulnerable and encumbered' users that this application is supposedly meant to protect.

It would essentially cut off pedestrian access to the new development by any route other than Amazon Way- a particular hindrance for anyone venturing there from the south of Westbury.

Practical considerations aside, I also strongly object in principle to the fact that Network Rail believes it is entitled to obstruct a widely used Public Right of Way:

- The use of a fairly ordinary level crossing falls well within the bounds of my personal risk appetite, and that is ultimately my decision- not Network Rail's.

- If Network Rail believes that it is creating an undue hazard because it chooses to run trains across a Public Right of Way, then the onus is squarely on Network Rail to propose risk-mitigating measures that do not obstruct the latter. The text of the proposal explicitly states that 'without the construction of a bridge, no additional mitigation can be provided- so why is Network Rail not proposing to construct one?

To digress slightly- the original planning application for the new development off of Amazon Way notably included a bridge across the railway line. Why has the developer been permitted to proceed with the development without having installed the bridge? In any case, since- for whatever reason- there still is no bridge, I would suggest that it behooves Network Rail to propose (and pay for) one if it wishes to mitigate a risk to public safety.

It is my opinion that Network Rail favours simply closing the Right of Way- regardless of the practical inconvenience to the public- in order to avoid having to resource a proper solution. In so doing it is quite wilfully seeking to disregard its broader social obligations, under the guise of 'safety'.

The local authority would similarly be disregarding its own social obligations if it were to cooperate with Network Rail's wholly unreasonable proposal.

Yours Sincerely,

Dr. Ian I'Anson



**From:** [REDACTED]  
**To:** [Roberts, Ali](#)  
**Subject:** Extinguishing of Penleigh Park Level Crossing West 15 footpath  
**Sent:** 09/07/2025 21:51:49

---

[REDACTED] [ns/LearnAboutSenderIdentification](#) ]

I wish to register my objections to the proposed closure of the level crossing.

1. Network Rail acknowledge the significant use of the level crossing as do many residents who wish to cross from one side to the other. Closure of this crossing will put a break between parts of Westbury that no one wants or needs.

The alternate route in Plan B is not only adding more time and efforts to residents daily travel on foot but this route is also hazardous due to the reduction in width of the footpath under the railway bridge leading to Amazon Way and the Station, The Ham. Etc. In times of heavy rain pedestrians run the gauntlet of being splashed by passing vehicles. Water ponds on both sides of the road at this spot.

With additional housing planned for Mane Way this will increase the need to keep the level crossing open. All schools are townside of Westbury and majority of shops and services. However, residents accessing the Railway Station from Mane Way area will be also disadvantaged if the level crossing is closed.

When I was a child I had to use the level crossings at times on way to school , but in those days there were no lights, alarms etc. we were taught to use the drill when crossing. No fatalities occurred on the railway at that time as I recall.

I do not consider that the level crossing is dangerous if used correctly and alarms obeyed.

This footpath has been available for many many years until the railway lines cut through it. Other footpaths were lost under the railway some years ago and the advent of the housing estate has not helped either. The reinstatement of the footpath from the housing to the Railway Station has been a bonus but this could not be accessed by residents from Oldfield Road direction if the level crossing was closed.

I feel that the level crossing should be kept open. We want to keep all facilities available now not lose them.

Elizabeth Saxon  
[REDACTED] Oldfield Road, Westbury, [REDACTED]

Sent from my iPad



**From:** [Efi Llewellyn](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Level crossing closure at Westbury high speed line, objection.  
**Sent:** 29/06/2025 15:29:30

---

Good afternoon,

I am writing to you in regards to the proposed closure of the pedestrian crossing on the Westbury high speed line, which connects the Oldfield Park area with the new Spinnaker Estate, with objections.

I read in the proposal about the pedestrian bridge / road bridge which the developers for the Spinnaker estate put money towards, which as I presumed it is mentioned in the article for the closure, was what Network rail were banking on to be used as mitigation. I raise two queries to this, one being most of my research about this bridge is that the council are still £1m short for it and are hoping for the remaining money to fund said bridge from the development proposed on Penleigh farm. This is still a very long way off, so a proposed bridge cannot be used as mitigation when there's no confirmation of it being built, and it being publicly known that there isn't funds for it at the moment. Likewise, if Network rail were hoping for this proposed bridge to mitigate this closure, I'm not sure why Network Rail aren't contributing to this, as it's your equipment it's bypassing.

Secondly, the high levels of a chance of a fatality. The Spinnaker estate was in development plans for years, so I believe now the estate is finished and all homes purchased from the developers, is never a time to close a railway crossing which hasn't seen any injuries or deaths. The pathway underneath station bridge is truly horrendous, and to push a pushchair, walk a dog or walk to school that way is impractical and also dangerous due to the poor condition of the pavement alongside the narrowness of the path. As Winter comes, and the weather is wetter and darker, this proposed reroute is much more dangerous due to the lack of visibility of drivers, as well as space from the road. The level crossing currently provides a safer route than the proposed reroute. To be able to go ahead with this closure, you surely must have a degree of responsibility to ensure the reroute is safe, considering the whole proposal of closure is due to safety, and currently it is not. With the high levels of traffic that you have said are crossing the crossing, putting that high level under the bridge isn't appeasing that situation at all.

Anybody who purchased a property in Spinnaker will have done so with the understanding of a level crossing being there. They should be aware of that risk that comes with crossing the track, and there's just as much risk of the lake, if not more from the lake by those who are encumbered as you stated. Likewise; for those who have chronic illnesses in the spinnaker estate, asking them to walk to the end of the estate, adds an extra 10-15 minutes to go to the Oldfield/ Leigh Park area where Westbury Group Practice is, and likewise, for those in Leigh Park and Oldfield, this crossing gives them more time and a more convenient route to get to the station.

Finally, with the fact that Network Rail are also responsible for Westbury railway station, I do believe that there are matters which have a stronger urgency to attend to and money spent better at the station, such as to fix the lift which has been in and out of order for months now, leaving platform 2 and 3 inaccessible, as well as looking at the horrific condition of the station approach road, as these are both accessibility issues which are in need of fixing, much sooner over a level crossing which may have issues in the future but currently hasn't had anything.

Kind regards.

Sent from my iPhone



**From:** [Hannah S](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Objection to Application P/2025/003  
**Sent:** 09/07/2025 20:21:28

---

 [ortant](#)

Dear Ali Roberts,

I wish to object to the closing of the crossing at Penleigh Park.

I have used the crossing many times over the years, and it is safe to use. The traffic light system is clear and easy to understand. There is also good visibility to see if trains are coming.

By closing the crossing, this would cut off those who live in the new estate next to the pond. They would have to use a longer route which at one point narrows under the railway bridge, so that only single file access is possible. It wouldn't be a possible route for those with pushchairs or wheelchairs. They would then have to cross Station Road twice, which can get very busy at peak times.

Network Rail have said that "without the construction of a bridge no additional [safety] mitigation is possible". We in this area have needed and wanted a road bridge for years to take traffic away from the already congested Oldfield Road. Apparently, previous housing developers have put money in a pot to build a road bridge, but there is still not enough to build one. If Network Rail want to close this crossing, I think they should contribute to the money needed for a road bridge. This would then help all users - there would be a safe way for people to cross the railway line, as well as taking traffic away from a road that is already over capacity.

Yours Sincerely,

Hannah Stone



**From:** [Jake henry](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Objection of planned closure of penleigh park crossing.  
**Sent:** 04/06/2025 12:37:31

---

[REDACTED]

Dear Sir/Madam,

I hope this email finds you well. I am writing to raise an objection regarding the planned closure of the Penleigh Park crossing in Westbury. As a resident of the area, I feel that this closure will significantly impact the local community and disrupt our daily routines.

The Penleigh Park crossing is a vital route for many of us, providing convenient access to various parts of the town. Closing this crossing will force residents, including students and elderly individuals, to take longer and potentially more dangerous routes. This not only adds unnecessary inconvenience but also raises safety concerns.

I urge you to reconsider this decision and explore alternative solutions that do not involve closing the crossing. Perhaps implementing additional safety measures or improving existing infrastructure could address any concerns without causing such a significant disruption to the community.

Thank you for your attention to this matter. I look forward to hearing from you and discussing potential alternatives that can benefit all parties involved.

Best regards,  
Jake Henry

Sent from [Outlook for Android](#)



**From:** [Jamie Gibbs](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh Rail Crossing  
**Sent:** 02/06/2025 20:14:37

---

Hello,

I'm concerned about the crossing being closed at Penleigh, Westbury Wiltshire.

As of now, there's a single route in and out of the estate by car and foot if these plans proceed. which will cause even more troubles due to the narrow footpath under the bridge near the railway pub, especially for pram access and young children.

People already park all the way down Amazon way due to no double yellows, and people often speed up and down the road.

Unless more is done, this is going to be a huge issue for pedestrian traffic. Traffic calming, double yellows, and some proper thought on a new train crossing instead of just shutting what has been there for years.


Please. I'm almost begging you to consider options, as it doesn't even seem there's going to be anything done with the proposed bridge which would marry up to mane way.

Kindest Regards  
Jamie Gibbs



**From:** [James Robbins](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Pedestrian rail crossing Oldfield Road, Westbury  
**Sent:** 13/06/2025 21:55:36

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Good evening,

I would like to raise observations and objections to the closure of the pedestrian crossing of the railway line at Oldfield Road.

Firstly the crossing has been there for many many years and to the best of my knowledge, ( and that of my elderly neighbours), there has gladly never been a fatality at the crossing.

The crossing has always been busy / popular as it has always been a thoroughfare to the railway station, and although there has probably been some increase in use since the building of the housing estate, I think this is fairly minimal and living close by use the crossing regularly, I have a good idea of how much it is used.

The increase in use would only be residents of the new estate going to the shop on Oldfield park or children going to School.

I know most parents drive their children to school anyway.

The alternative routes from the New Spinnaker Estate to the local shop / school at Oldfield Park, are also inadequate with a very narrow pavement under the Railway bridge on Station Road or alternatively having to cross Station road twice (a Busy road and not easy to cross safely either by the Railway Inn or further down by Protyre. (There are no pedestrian crossings)

Although there are obvious risks if the crossing is abused, the crossing has a good signalling system and I see no more risk in crossing the railway line than crossing the road.

This seems to be a very draconian step to the residents of Oldfield Road and the adjacent legacy housing and also the new estate, and the Council really should object to what is really Network rail trying to cut costs.

Other measures could be put in place to make the crossing safer (if needed at all) such as gates either side that lock when a train approaches or a pedestrian bridge.

This was all surely considered before the new estate was built and with the council giving planning consent there should have been suitable mitigating measures made as condition of the planning approval.


I know that there has been plans for many years to build a bridge over the railway line from the end of Maine Way and the Council has already received funding for this.

I hope the Council will oppose this application which will be a devastating step by Network rail for the residents of Oldfield Road, the spinnaker estate and Westbury as a whole, and making it both a longer route and more dangerous for residents from the New Spinnaker estate having to cross several roads without any form of pedestrian crossing as an alternative.

The crossing should surely not be closed at least until the road bridge is built or a reasonable alternative put in place.

Sincerely

James Robbins

 Oldfield Road  
Westbury



**From:** [Jamie Hardy](#)  
**To:** [Roberts, Ali](#)  
**Subject:** The proposed extinguishment of Penleigh Park Level Crossing  
**Sent:** 03/06/2025 00:57:58

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Hello,

I'm contacting in regards to the notice that has been put up about the proposed extinguishment of Penleigh Park Level Crossing.

To close the footpath would be utterly ridiculous. It's used by the entire estate to access shops, the doctors and pharmacy. Has there been a reported accident to warrant the closure of the footpath?

As someone who can't drive, and isn't allowed to drive for that matter, it would greatly impact my ability to access local services, and in particular, my ability to get to the doctors!

If the footpath is to be closed, then Wiltshire council, or national rail or whoever needs to invest in a bridge over the railway. Is this being considered?

Kind regards,  
Jamie Hardy



**From:** [REDACTED]  
**To:** [Roberts, Ali](#)  
**Subject:** Extinguishment of Penleigh level crossing  
**Sent:** 03/06/2025 16:02:54

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[REDACTED]

Dear Ali

We have seen the planning application for the extinguishment of the Penleigh level crossing and we are really disappointed to see this application being made. We use the crossing regularly (and safely) for dog walks and will soon use it with two grandchildren to use to reduce their walk to school. Rather than close the crossing, could we not have a bridge put over the line? As you say on the application, this is a well used crossing and saves not only half a mile of walking but also avoids having to negotiate the very busy area of Station Road and the narrow and noisy, dirty passage under the railway bridge.

We have not seen any abuse of the level crossing in three years we have lived on the estate and as mentioned, we use the crossing regularly.

Kind regards

Mrs J Tozer  
[REDACTED] Swallows Rise  
[REDACTED]



**From:** [Jean Snelling](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh Park Level Crossing  
**Sent:** 05/06/2025 18:10:58

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Hi Ali,

I have seen the notification on the closures of the crossing and wish to register my disappointment. I use the crossing to get to work at Bridge House, for the railway and on dog walks.

I have not felt unsafe using it, in fact having to take the longer narrower footpath under the railway bridge on station road is more dangerous as there is not enough room for more than one person at a time.

Westbury was promised a footbridge at the start of the Amazon way estate being built, for both walkers and those in wheelchairs. Where is that bridge?

Please keep me updated on this issue and let me know if there is anything more I can do to help.

Best wishes

Jean Snelling

Sent from [Outlook for Android](#)



**From:** [john hernon](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Re: Railway crossing  
**Sent:** 20/06/2025 13:39:34

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On Thu, 19 Jun 2025 at 12:12, [REDACTED]

Dear Sir /Madam

With regard to the railway crossing at Amazon Way as recently Headlined in the White Horse News. Rather than bowing down to GWR's plan to permanently close this vital shortcut, why not (a) install a bridge or (b) fit interlocking gates with switches that are linked to the current traffic light system and audible warning devices. As the council only recently spent money on enhancing access to the main road on one side of the crossing, closure would be a financial pitfall.

Ostensibly this would appear to be a financial argument between the council and GWR viv-s-via the bridge being too costly. However the interlocking gates would be a cheaper and safer alternative to the current status quo which is an accident looking for somewhere to happen. Safety and convenience should be the criteria under discussion not financial penny pinching .

regards j hernon



**From:** [Julie Ridley](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Proposed closure of Penleigh Park Level Crossing  
**Sent:** 23/06/2025 09:47:22

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Good morning Ali,

I hope that you are well.

I am totally against the proposed closure of Penleigh Park Level Crossing for several reasons:

1. The level crossing provides a well used route from Westbury Train Station to the Westbury Leigh area. This means that people who would otherwise have to drive to work have easy access to this mode of transport which is better for the environment and prevents further congestion on the roads around Westbury.

2. Parents use the level crossing to walk their children to school. Two factors here are important :

a) Should the level crossing close then parents would have to walk their children along the road including very narrow pavements which would not be safe at that time of morning with the amount of traffic .... Air pollution and potential of accidents

b) Parents may be forced to use a vehicle to take their children to school

which would increase road congestion, air pollution and would create a parking problem around the school and increase the risk of accidents

3. I live on Lakeside Estate and the level crossing provides easy access to shops in the Westbury Leigh, particularly Tesco Express.

4. There are some amazing walks around this area and the level crossing is a vital part of the route. It avoids the narrow pavements particularly along Oldfield Road. The pavements are clearly not designed for a lot of footfall which will happen should the level crossing be closed.

5. There is a park area with a football pitch and a skate park . The level crossing allows easier access to this facility. This is important when children are being encouraged to spend time outdoors rather than being constantly on their mobile phones and iPads.

6. The level crossing allows people who fish at the lakes to cross with their equipment rather than having to use a vehicle . This is important as the lakes are a nature area with a large number of birds. Increased traffic would be a risk to the environment .

7. I am aware that there for years there have been proposals for a bridge across the railway line at Penleigh Park , rather than a level crossing . For safety and environmental issues a bridge would be the most sensible outcome .

I invite you to meet with myself and other residents at the crossing if this will assist .

Best wishes ,

Julie Ridley

Sent from my iPhone



**From:** [Julie Wright](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Westbury Railway Crossing  
**Sent:** 10/07/2025 12:51:02

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To Whom It May Concern

The proposed extinguishment of this crossing is a shocking reaction and indictment of the neglect by Network Rail and their desire to remove their problem by resorting to draconian measures.

They have produced no figures nor proof to their claim that the crossing is being abused. We are all just supposed to accept it.

I live locally and use this crossing as a way to walk to the station and I have never seen its mis-use.

I would understand it to be more used since a housing estate was built away from town but we are given no data to support this.

It was surely negligent of Network Rail, Wiltshire CC and the housing estate contractors not to have better provided for pedestrians and cyclists in the initial stages of planning, when money was set aside to build a bridge. This money has still not been used.

A wonderful pedestrian and cycle path was then installed leading from the station carpark to Amazon Way. This is perverse in the extreme. It is tantamount to saying 'Here is a lovely path to use - but you can't use it!'

There are measures which Network Rail can implement- installing a whistle board , for example, to give extra warning to those crossing, but it seems that they are unwilling to go down this cost effective and most sensible route .

The alternative route from the station to the town, by foot, is to negotiate the busy exit road to the main Station Road mini roundabout, which is often full of pot holes and puddles, and then under the railway bridge towards Oldfield Road.

The pavement underneath the bridge is narrow, often flooded due to Network Rail's neglect, foul smelling and full of pigeon guano which is hardly ever cleared or cleaned.

The approximate extra distance of 1 Km is not the point: the pavement is unsafe, un-negotiable by people with buggies, disability scooters and wheelchairs.

It is deeply unpleasant and the road is dangerous and very busy, especially for young people going to school.

Once on to Oldfield Road pedestrians have to negotiate a heavily congested one way traffic system through chicanes, parked vehicles in designated cycle lanes and a car driving public frustrated and impatient in the rush hours.

Closing this crossing over the railway line is not the answer. It is presumably the easiest way for Network Rail to wash their hands of the problem.


The walking and cycling public deserve better from faceless corporations. They should be there to serve us, not deride and neglect us.

Yours  
Julie Wright  
Sent from my iPhone



**From:** [Karen Ward](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh crossing closure  
**Attachments:** [IMG\\_0701.jpeg](#)  
**Sent:** 10/07/2025 11:47:55

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I am writing with regards to the potential closure of the Penleigh crossing in Westbury and my concerns over future safety issues.

Whilst crossing the railway line is extremely dangerous, at least there are warning signs to notify you a train is coming.

If the crossing was to be closed, in my opinion the alternative route is higher risk. On leaving Amazon Way, and taking the alternative route, this would involve walking along the narrow path under the railway bridge, on Station Road, which is not wide enough to accommodate more than one person at a time and definitely not a pushchair or wheelchair. I attach a photo of the path.

There is no safe crossing point along Station Road due to the bend in the road, the raised pathway and fence and also the speed that the cars drive down that road. People would need to cross the busy road twice to avoid the narrow pathway mentioned above.

In addition pedestrians would have to walk along another busy route, Oldfield road, which again is very narrow and without pavement in some areas.

I would suggest, if the crossing must be closed, either a bridge should be erected or work would need to be conducted to make a safe pavement down Station Road and Oldfield Road particularly as many school children use the route.

I may also like to enquire why after four years of the Spinnaker Estate being built, there is now a requirement to close the crossing.










**From:** [Kate Plumridge](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Please don't close Penleigh Park level crossing  
**Sent:** 04/06/2025 12:02:03

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Good morning Ali,

I would like to express my views regarding the proposed closure of the Penleigh Park pedestrian rail crossing. In short, I believe this would be a mistake. This email is lengthy but I want to be thorough in my reasoning.

As I'm sure you know, this crossing is used daily, often multiple times, by residents of the Spinnaker Estate, as well as residents of the other nearby estates. Many of these are families with children going to school or nursery. It also provides the fastest pedestrian route to the doctors surgery and shops - vital for those who do not have access to a vehicle.

I appreciate that a level crossing is inherently risky, but, to the best of my knowledge, there have been very few incidents at this crossing. I'm not personally aware of any since the estate was built.

To give you my family as an example, we use this crossing 4 times a day every weekday during term time to walk our eldest child (5) to Westbury infants school and back, usually accompanied by her younger sister (20 months) who obviously cannot be left home alone. We also use it at other times to access the doctor, shops, town centre etc. We have no option to use a car most days as it is required for my work commute.

If we had to walk via Station Road using the proposed diversion, that's an extra 4km every single day that we need to navigate with a toddler (and 2km of that with a toddler and young child), often in unpleasant or dangerous weather (wet, cold, icy, excessively hot). The proposed alternative route has several hazards:

- A pavement not wide enough for two adults to pass each other, with no safety barriers, under the railway bridge that frequently floods in wet weather and is littered with hazardous bird droppings
- Or, attempting to cross Station Road twice to access the safer pavement, with no pedestrian crossing and poor visibility, at peak times with fast moving traffic
- A busy garage entrance and exit
- Residential roads on both sides of the road which must be crossed
- Attempting to cross Oldfield Road at the busiest point next to the roundabout, with poor visibility.
- Being out for longer than necessary in poor weather, leading to significant discomfort and/or health risks for young children or other vulnerable people

I am struggling to understand how all of that that is safer than a short, light controlled railway crossing.

It also adds significant extra time to the journey which adds extra pressure to busy mornings and could cause us and others to be late for school or work.

This is our example, but many of the other families living on this estate have similar stories to tell. I'm sure you will have heard from some of them already.

The notice mentions vulnerable users who require extra time to cross; they would either require significant extra time or simply be unable to walk the additional 1km proposed and would need to find alternative transport.


Older children who may be old enough to walk to school unaccompanied using the shortest path across the crossing are not likely to be able to safely manage the additional hazards and distance of the proposed alternative route, reducing their independence and causing logistical problems for their families.

I believe that if this crossing is closed, those who can will resort to using private vehicles, adding extra traffic to already busy roads, causing extra pollution to the already poor air quality and making school runs even more difficult as parents will be unable to park safely. Those who cannot do this, such as my family, will struggle with the extra distance and hazards.

I agree that the best solution would be to install an accessible bridge (or subway) to replace the crossing, along with a proper pedestrian crossing for Oldfield Road at this point (a separate but connected issue). However, if this is not practical, I firmly believe that the crossing should remain open. Closing it would negatively impact too many residents.

I hope that you will consider my points and encourage Network Rail to reconsider this request.

Many thanks,

Kate Plumridge  
 Flint Crescent, Westbury



**From:** [katie edwards](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Proposal to close the level crossing at Penleigh Park, Westbury  
**Sent:** 20/06/2025 14:01:39

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Dear Ali,

Thank you for inviting comments regarding the proposed closure of the level crossing. I am writing to object.

It seems ludicrous that one of the reasons for closing it is because it's used so much. To close it down without putting something else in place first is just as ludicrous.

When the new housing development was built I believe there were plans for a bridge. This seems to quietly have been forgotten. So when residents complain about new houses being built because there isn't the infrastructure to cope, this is exactly why.

This crossing is vital. The proposed route via the road is possibly more unsafe. Network Rail cannot simply shift their safety concerns to a road that they have no part of. If they are truly concerned about safety, let them pay up and do something about it.

Thank you,

K Edwards

Sent from [Outlook for Android](#)



**From:** [leake kevin](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh park crossing closure  
**Sent:** 20/06/2025 17:28:43

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 [Learn why this is important](#)  
Hi

I would like to comment on closure of this crossing. I use crossing daily to go from Hackney Way to train station.

It would inconvenience me greatly if this route is closed.

May I suggest telephones are added to this crossing to help disabled users?


Thank you

Kevin Leake



**From:** [Martin Rogers](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh Park railway crossing.  
**Sent:** 19/06/2025 12:02:34

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Good afternoon,

I have recently become aware of the proposal by Network Rail to close the pedestrian crossing at Penleigh Park in Westbury. I object to this proposal and urge the Council to ensure the crossing remains open.

My grounds for objection are that the crossing provides a valuable connection between parts of the community and the alternative route is sufficiently long that a car journey will probably be taken instead. I understand that the connectedness of new housing to existing communities and reducing the need for car journeys are important parts of giving planning consent for housing development. Network Rail should not be able to undo this.

Also, Network Rail's assertions that closing the crossing would 'enhance safety for everyone' and 'reduce the risk of trespass incidents' are flawed. 'Enhancing safety for everyone' is meaningless without assessing the safety impact of the alternatives and how people will behave as a result. Closing the crossing will not stop some people taking a shortcut and will likely result in more trespass incidents. There are of course risks with such a crossing and people must behave appropriately. Ultimately though, having been provided with suitable warnings (signs, traffic lights, common sense), we should be treated with respect and trusted to make sensible and safe decisions when to cross the railway line.

Regards

Martin Rogers



**From:** [Matthew Dean](#)  
**To:** [Definitive Map; Madgwick, Sally;](#)  
**Cc:** [F M](#)  
**Subject:** Re: Penleigh Park Level Crossing Footpath Westbury 15 (part) - Network Rail's application for a Public Path Order - Ref: P/2025/003  
**Sent:** 17/06/2025 12:23:21

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[REDACTED]  
Dear Definitive Map Officer,

I would like to object to the closure of Penleigh Park in my capacity as a member of Westbury Town Council and also as a resident of Westbury for the reasons that Francis Morland outlines below.

I would also like to request the consultation is re-started as there don't appear to have been any public notices posted at the site or printed in the press.

I'd be grateful if you could add me to your email circulation list regarding this proposed closure and also acknowledge receipt of my objection.

Thank you very much.

Very best,

Matthew Dean

On 16 Jun 2025, at 15:43, F M [REDACTED]

Dear Definitive Map Officer,

Please accept this e-mail as my duly-made objection to Network Rail's application for a public path order under reference P/2025/003.

Have there been any recent incidents at the crossing to justify it? Please let me have any relevant reports/details.

I consider the complete closure of the crossing without a replacement footbridge or underpass is contrary to the national policy for active travel.

There was no Site Notice visible when I used the crossing on Thursday 29 May 2025, Why not?

I have not yet been able to find any Public Notices in the press either. Please advise where to seek them.

There is a long history of unlawful obstructions and closures of the crossing by Network Rail.

May I draw your attention to the Order Decision reference ROW/3235285 dated 15 Sep 2020 in respect of the diversion of footpath Westbury 15 adjacent to the crossing.

Westbury 15 is part of the ancient route from Westbury town centre to Brook Mill and the medieval settlement of Brook (see Historic England Scheduled Monument List Entry Number 1019386; Legacy System Number 341182). It is marked on the Westbury Inclosure Award Map of 1808. The Westbury Avoiding Railway Line was first authorised by the Great Western Railway Act 1930 and came into use in 1933. A footbridge or underpass could have been provided then, but a level crossing was considered safe and adequate for the number and type of trains using the line (see WSHC Ref: A1/371/173M).

The principal pedestrian and cycle access to the Great Western Steam Engine Sheds/Locomotive Depot at Westbury from its construction in 1915 to its closure in 1965, was over this route, and the many generations of Westbury people who worked there used it at least twice a day, going to work and going home, both before the Penleigh Park Level Crossing came into use in 1933 and afterwards. I am very doubtful that the current use is anywhere near as great as it was then.

I believe the position may also be affected by Section 53 of the Great Western Railway (Additional Powers) Act 1905, and by the exceedingly complex development control regime at the adjacent housing development known as Land at Westbury Sailing Lake, created by permissions (subject to multiple



conditions and Section 106 agreements) under references 15/12551/OUT, 17/01314/VAR, 17/12194/REM, 19/04309/VAR, 20/08132/VAR, 20/10662/FUL and others.

Has anything been added to the Definitive Map and Statement yet in respect of this development?

I reserve the right to provide further reasons/information in support of my duly-made objection in due course.

Please add me to your circulation/consultation lists in respect of this matter.

Yours sincerely,

Francis Morland

Chapmanslade BA13



**From:** F M  
**To:** [REDACTED]  
**Cc:** [REDACTED] Ali;  
**Subject:** Penleigh Park Level Crossing Footpath Westbury 15 (part) - Network Rail's application for a Public Path Order - Ref: P/2025/003  
**Sent:** 07/07/2025 16:23:39

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Dear Mike Sutton,

Thank you for your e-mail below sent Sun 29/06/2025 18:49.

As I said in my e-mail to the Definitive Map Officer sent Mon 16/06/2025 14:43, Westbury 15 is part of the ancient route from Westbury to Brook Mill and the medieval settlement of Brook and is marked on the Westbury Inclosure Award Map of 1808.

What remains of it is recorded on the Definitive Map and Statement as WEST8, WEST9, WEST15 and DMAR10.

The Penleigh Park Level Crossing was constructed in 1933 under the powers given to the Great Western Railway Company by the Great Western Railway Act 1930 (see at <https://www.legislation.gov.uk/ukla/Geo5/20-21/68/contents/enacted>), which included the construction of Railway No. 2 (the Westbury Avoiding Line) - see principally Sections 5, 6, 9, 19, 20, 21, 32 and 57.

Under these statutory provisions, all the many then existing public rights of way along the route were stopped up/extinguished except for WEST 15 (the Penleigh Park Level Crossing), and WEST6/HEYW6 (the Church Path), for which an underpass was provided; and in accordance with Sections 20(4)(e) and 21(4) of the Act, the railway path from Penleigh Road, Dilton Marsh (now Fairwood Road) bridging over the new railway and connecting with WEST15, was dedicated as an additional/replacement public right of way (now DMAR17/DMAR46/WEST60).

So, as you see, the Penleigh Park Level Crossing was and is crucial to two of the only three Rights of Way crossings of the new railway that survived that process and remain available for public use today.

The current closure application relies on powers contained in Section 118A of the Highways Act 1980 (see at <https://www.legislation.gov.uk/ukpga/1980/66/section/118A>), which was inserted into that Act by Section 47 and Schedule 2 of the Transport and Works Act 1992, and as far as I am aware, sets out the only specific powers available for stopping up/extinguishing railway level crossings such as Penleigh Park Level Crossing. Network Rail is not exempt from it, and ought to close the Westbury Avoiding Line if it is no longer willing to abide by the terms of the agreements entered into when it was built.

Yours sincerely,

Francis Morland

[REDACTED] Close Chapmanslade BA13 [REDACTED]

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**From:** [REDACTED] >  
**Sent:** 29 June 2025 18:49  
**To:** F M [REDACTED]  
**Subject:** FW: Penleigh Park Level Crossing Footpath Westbury 15 (part) - Network Rail's application for a Public Path Order - Ref: P/2025/003

Dear Francis,

When I joined the railway at Westbury in 1975 this crossing was much used by railwaymen and by some residents. It was also used at weekends by members of the railway social club and there were never any incidents even when some under the influence of alcohol which probably does not apply today. I know from my days on the railway that Network Rail would like to close all such crossings and have shut many over the years. Of course the speed and silent running of the trains are a factor but drivers are obliged to blow the horn at the strategically placed Whistle Boards.

With your knowledge of footpaths is this a registered path subject to all the necessary agreements or one grown up through common usage. The railway of course exempt from much legislation.

Regards

Mike Sutton



**From:** [es corner](#)  
**To:** [Roberts, Ali](#)  
**Cc:** [janinetozer](#)  
**Subject:** Closing of crossing West 15  
**Sent:** 04/06/2025 15:23:23

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Dear Ali

Please accept this email as an objection to the proposed closing of the above crossing.

This has been a public right of way for many years and as such the onus is on the Rail company to provide a safe way for the public to cross.

A detour of over 1km is not fair to impose on people who need to use local facilities and have no access to a car.

Also people who have cars will choose to use cars instead of walking the extra distance, forcing more traffic onto Oldfield Road which is terrible already.

Those students who now use the crossing to go to school will have a detour under the dirty railway bridge with an inadequate footpath which possibly is a bigger hazard than the crossing.

The roundabout by the Railway Inn will have more traffic going onto Oldfield Road as well. This roundabout is an accident waiting to happen and doesn't need more traffic on it.

Children will have to walk an unsafe route to school. We have been here 3 years and have not noticed any misuse of the crossing, and the fact it is heavily used just proves how much it is needed.

Surely the onus is on the Railway to provide a safer crossing if they deem this to be unsafe, not to shut it?

Thank you

Mrs Corner  
[REDACTED] Swallows Rise  
Westbury  
Sent from my iPhone



**From:** [nicki Macfarlane](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penfield railway crossing  
**Sent:** 06/06/2025 10:31:30

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Good morning

I think it is a huge mistake to extinguish the crossing from Amazon way to Oldfield road. It is used for parents to the children's school, dog walkers, fisher's and people that don't drive quick access to convenient store. I live on amazon way and use this crossing most days, don't take it away from people that find it useful.

Nicola Macfarlane

Sent from [Outlook for Android](#)



8 July 2025

Ali Roberts  
Rights of Way and Countryside  
Wiltshire Council  
County Hall  
Trowbridge  
BA14 8JN

Sent via email to [ali.roberts@wiltshire.gov.uk](mailto:ali.roberts@wiltshire.gov.uk)

Dear Ali Roberts

**Highways Act 1980 section 118A, proposed extinguishment of Penleigh Park level crossing,  
Westbury footpath 15**

The Open Spaces Society objects most strongly to the proposed closure of this level crossing.

Network Rail concedes that this is a popular route and that it provides the most convenient access from the new housing development towards the town and local amenities. The alternative route is an additional one kilometre alongside roads and is not a pleasant environment.

The society submits that this closure is contrary to the public interest, it will discourage people from walking and force them into cars, which is clearly disadvantageous to their health and well-being, and damaging to the environment. If they have no car they may not go out at all, which is also severely disadvantageous to them.

It is much less safe to walk an additional kilometre alongside busy roads than to use the rail crossing. It is much less pleasant to have to walk that extra kilometre along roads.

The council should be encouraging people in the new housing development to enjoy their surroundings and to walk rather than drive.

The opportunities to cross this railway, by whatever means, are limited and we cannot afford to lose this highly-valuable crossing which serves so many residents.

Network Rail should consider how to make the crossing safer rather than just closing it, for instance by providing an underpass or footbridge as a replacement.

We strongly oppose this closure and trust that it will be abandoned.

Yours sincerely



Kate Ashbrook  
General Secretary



**From:** [Peter Smith](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh Park, railway crossing  
**Sent:** 23/06/2025 14:53:17

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[REDACTED]

Dear Ali,

I was concerned to read in the White Horse News of Network Rail's proposed closure of the pedestrian rail crossing at Penleigh Park, Westbury.

This footpath is a well used and established right of way as shown on Ordnance Survey maps. Network Rail's alternative, a one kilometre detour, is plainly ludicrous. **I therefore strongly oppose the closure.**

Although Network Rail claim their proposal is for safety reasons, as a resident of Westbury for over 35 years, I cannot recall any problems concerning this crossing and it surprises me that any potential danger was not considered, in consultation with Network Rail, at the time Wiltshire Council gave planning permission for the Amazon Way estate.

If Network Rail is truly concerned for pedestrian safety then the answer is simple: replace the crossing with a foot bridge; there is ample room on both sides of the track to include wheel-chair/pushchair ramps.

In hope of a sensible outcome,

Peter Smith.



**From:** [Rachel Ford](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh level crossing  
**Sent:** 02/06/2025 20:46:06

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Evening,

I'm writing to express my concern over the removal of the Penleigh level crossing.

There are many people on the estate who use the crossing every day to get their children to school, access the doctors and the local shop.

My concern is mostly due to the impact this will have on accessing the local primary schools as by removing the crossing children will either need to be walked along a very narrow section of footpath below the bridge or will have to cross station road twice which is an extremely busy road during both the morning and afternoon school runs.

Removal of the crossing without planning for further safety provisions first is just moving the danger for young people on the estate further down to the roads instead. Zebra crossings before and after the bridge on station road would be one provision to help keep the children safe or provision of a bridge across to Mane way as originally dictated in the site plans that many of us purchased our properties based on.

Thank you for taking the time to read my concern.

Rachel



**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.**

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).

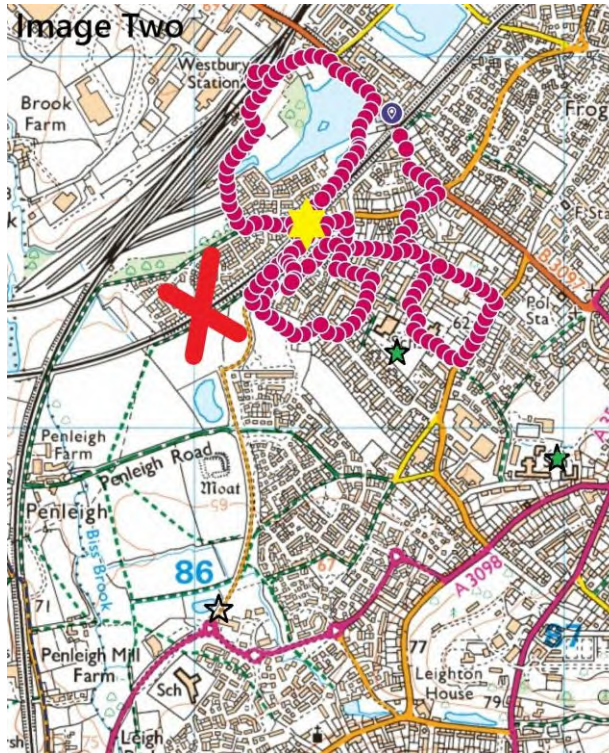
The community on the Northside of the railway line would have to walk further via the road bridge on the ugly busy Station Road (Image One).



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).



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.



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 ).



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.

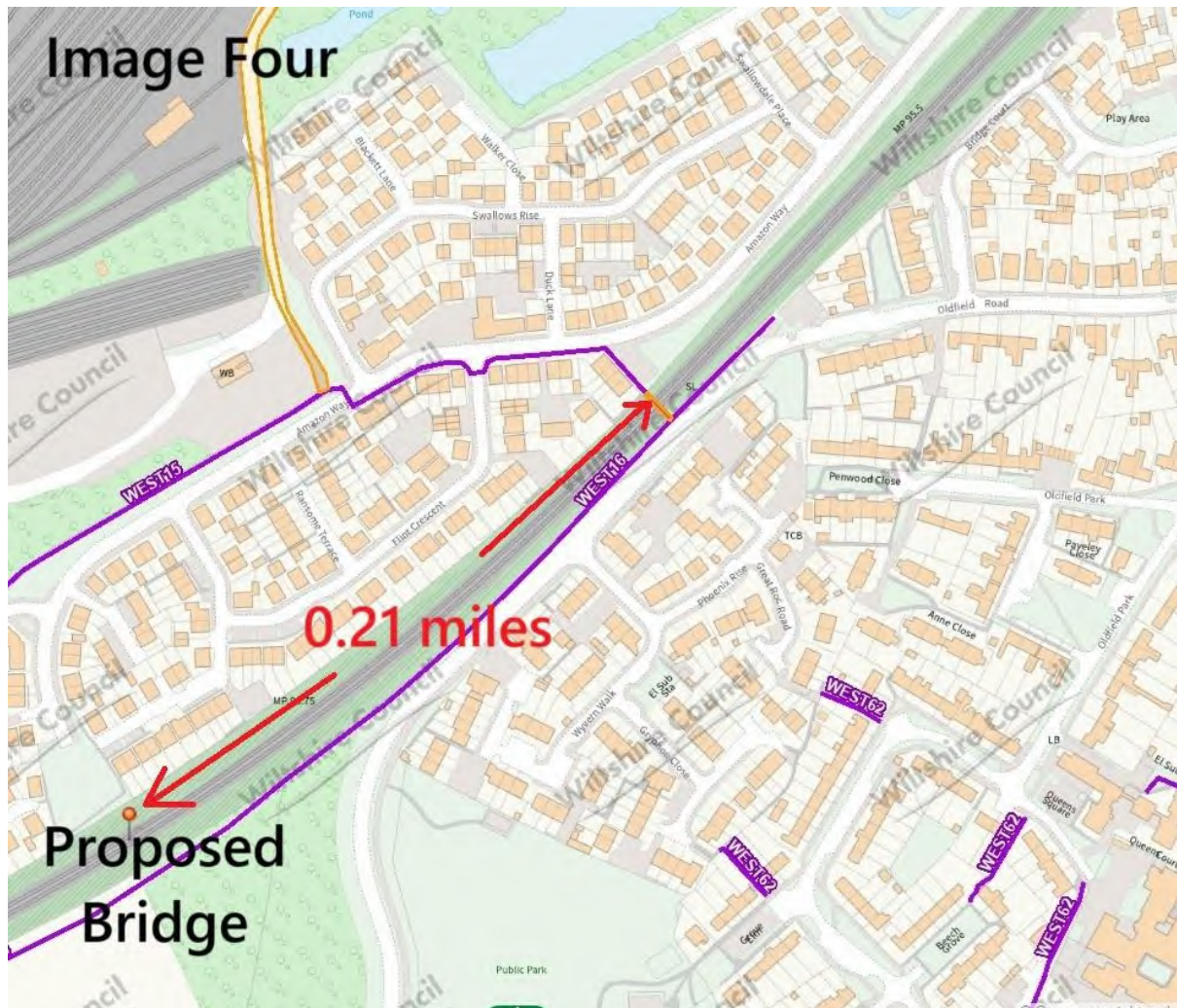


As can be seen on Image three to visit nearby friends could add half mile and would further isolate families living near the railway line.



**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.**

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.



**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.**

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.



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.



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.



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.



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 [REDACTED]

[REDACTED] Dunkirk Hill, Devizes [REDACTED]



**From:** [Becca Hill](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Penleigh Park Level Crossing Proposed Extinguishment  
**Sent:** 04/06/2025 08:41:00

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[REDACTED]  
Good morning,

I am writing in regards to the application notice as mentioned above. As a resident of the Spinnaker estate, I do agree with the risk that the crossing poses now that there are many more people using it, but firstly, that should have been foreseen when the application was put in to build a housing estate on this side of the tracks and an alternative solution sought then, as should be done now. You should not simply close the crossing but consider the alternative solution of installing a footbridge, so not to cut-off the estate from the amenities of the Leigh Park estate. We were not blessed with vital amenities such as shops, schools, doctor surgery, dentist etc on this estate and the crossing point means that these are within reach for those that do not drive or for those who are health conscious and prefer to walk where they can. I lived on the estate what the crossing was closed, so from my own experience I foresee that will cause more vehicular traffic through the estate as the amenities will not be so easily accessible on foot, so people will choose to travel by car instead. The increase of traffic through the estate then increases the risk of someone, maybe even a child being struck by a vehicle. During the time that the crossing was closed, I did once walk from my house on Flint Crescent, down Amazon Way and to the same point on Oldfield Road (online with my house) and it took me 18 minutes. This is compared to the 5 or 6 minutes that it takes to reach the same point using the crossing. So you see, it's quite a substantial difference that will deter people from walking. Also, it's worth stating that I'm in my 30s, healthy and generally active so my walking pace is much quicker than most and for those, the difference it makes will be much greater.

In this age where obesity is on the rise, concerns over health and wellbeing are at the forefront and our impact on the environment (emissions, global warming, carbon footprint) ever a concern, shouldn't we be encouraging people to get active by making it easier to access amenities and services, rather than making it more difficult for them, ergo improving health and wellbeing whilst also reducing emissions?

I would conclude that a footbridge would be a viable and suitable solution and urge you to put yourself in the position of the residents and put consideration to this.

In conjunction to this, progress of the bridge to connect Amazon Way to Mane Way would be a step forward, assuming this would have pedestrian access.

Kind Regards  
Mrs Rebecca Hill

Sent from my Galaxy



**From:** [Richard Blunden](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Footpath Westbury 15  
**Sent:** 04/06/2025 10:06:42

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Dear Ali,

I am disappointed but not surprised to see the notice affixed by the railway foot crossing about Network Rail's requested for closure, especially now the housing development on Amazon Way is finished.

I use this crossing daily as part of my morning walk and see a train only occasionally. It is a well used crossing from my observations and provides a short cut on foot to the station from the housing on the west side of the town. The closure is thus likely to result in more people driving to the station.

In an environment where we are being encouraged to participate in active travel I feel that closure is a backward step and Network Rail should be acknowledging this and publicising the dangers to the local community and especially the younger generation who may not fully appreciate the danger posed by the railway. They have done exercises like this in many parts of the country and, generally, are very good at engaging with the communities they are part of.

I do not want to see the crossing closed.

Yours,

Richard Blunden  
[REDACTED] Paxmans Road  
Westbury  
[REDACTED]

Sent from my iPad



**From:** [REDACTED]  
**To:** [Roberts, Ali](#)  
**Subject:** Westbury crossing:Extinguishment application by Network Rail.  
**Sent:** 10/07/2025 13:52:40

---

[REDACTED]

Dear Sirs,

Where is the evidence that the crossing is dangerous?

The atrocious handling of this estate when it was built  
should have included a bridge but didn't - negligence on the part of  
Wiltshire County Council, Network Rail and the developers.

Now this error is being compounded by the proposal to terminate the existing crossing.

Where is the moral responsibility of those in charge? Shame on them.

Network Rail is trying to wash its hands of a wrongly perceived problem, and it is a disgrace.

If no bridge is now possible - and that has not been properly demonstrated - they should consider  
a better early warning system. Certainly leaving the crossing functioning. The alternative routes  
are

not attractive pleasant or even sometimes practical. The road under the Station Road bridge is a  
flooding hazard

and Network Rail and W.C.C. should get together and correct that (in any event!)

Or are we stuck with irresponsible mean institutions and companies again?

Richard Wright



**From:** [Rob Thompson](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Oldfield Road / Amazon Way railway crossing  
**Sent:** 03/06/2025 15:37:58

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[REDACTED]

Good Afternoon,

I'm reaching out to raise concerns around the notice of application for extinguishing the level crossing between Oldfield Road and Amazon Way. As someone who uses this daily it would be a great shame if this route change goes ahead.

Firstly, I appreciate the concerns for vulnerable and encumbered people using the crossing, however I think suggesting an alternative route of an additional kilometre is particularly unfair on these people. Secondly, I think this will result in less people walking and more cars on the road. Simply walking to convenience stores (e.g. One Stop in Oldfield Park, Tesco in Westbury Leigh) would no longer be convenient for many residents around the lakeside development. This will only add more traffic to Oldfield Road. Finally, the application highlights the usage of this route stating a very high number of daily crossings. It's clear it's a very important route to residents and closing this would have an impact on many people.

Have alternative options been considered such as a footbridge?

Thanks,  
Robin



**From:** [Ruth Vincent](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Coloured of Penleigh Park foot crossing over the railway line  
**Sent:** 12/06/2025 14:26:57

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[REDACTED]

Good afternoon Ali

I was concerned to see that Network Rail propose closure of Penleigh Park foot crossing. This crossing is well used by members of the public who wish to access Westbury Railway Station. To take the diversion suggested on the closure notice, takes about 10 minutes longer to get to the station. This is extremely inconvenient particularly for the large number of people who would use Dilton Marsh station if it had a decent service, who already have a fairly long walk even with the "short cut".

Contrary to the claims by Network Rail that the risk of fatality at this crossing is severe, I have not been aware of any fatalities at that crossing in the almost 10 years I have lived in this area. I have also never seen anyone abusing the crossing: everyone I have seen has waited when the red light is showing and the alarm is sounding.

Will Wiltshire Council be opposing this closure until at least after the bridge over the railway is built, something I believed to be part of the obligation of the builders when they were granted planning permission?

In the event of the bridge not being forthcoming, will Wiltshire Council be liaising with GWR to ensure a more frequent and reliable service, along with the removal of its request stop status for Dilton Marsh to at least make this closure less of an issue for some residents?

Kind Regards

Ruth Vincent  
[REDACTED] Dartmoor Road, Westbury BA13 [REDACTED]



**From:** [REDACTED]  
**To:** [Roberts, Ali](#)  
**Cc:** [gordon.king@wiltshirelibdems.org.uk](mailto:gordon.king@wiltshirelibdems.org.uk); [andrew.murrison.mp@parliament.uk](mailto:andrew.murrison.mp@parliament.uk);  
**Subject:** Penleigh Park Rail Crossing  
**Sent:** 22/06/2025 18:05:54

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[REDACTED]  
Good afternoon Ali

I was alarmed to see Wiltshire council are assisting Network Rail in closing this essential crossing

I use this twice a day, 4 days a week when commuting to Bristol for work

If this crossing is closed then the whole of Amazon Way and the Spinnakers Estate, including the lake and the new path running along the back of that estate to the station become of no use to pedestrians unless they live in the estate itself

They only alternative, Station Road is a 1 km detour as you say. The pavement on the station side is too narrow for pedestrians to pass each other, forcing them to step into the road

It is also prone to flooding , and even if not fully flooded, pedestrians are at risk of getting drenched by inconsiderate drivers driving through the ponded water at speed (which is against the law by the way)

Of course, if Wiltshire Council and Network Rail had done their jobs and built the "bridge to nowhere" from Mane Way to Amazon Way across the rail line, there would at least be another alternative. But for pedestrians, still a large detour in the opposite direction

It was entirely foreseeable, years ago, by Wiltshire and Network Rail, that allowing the fields between the crossing and the station/lake to be developed would make this crossing even more important and more used.

Wiltshire and Network Rail should have acted on this issue at the planning stage

Regards

Simon Pond

[REDACTED] Warminster Road  
Westbury  
Wilts  
BA13 [REDACTED]



**From:** [Tina Devereux](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Opposition to the planned closure of the pedestrian railway crossing at Penleigh Park.  
**Sent:** 18/06/2025 18:46:13

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[REDACTED]  
Dear Ali

As part of the consultation process reference the planned closure of the railway crossing at Penleigh Park Westbury, as a local resident, I wish to show my opposition to this closure.

The suggestion of an extra 1km alternative route is unacceptable- it's pushing a problem further down the road- if in fact there are even any issues with this crossing. In the 18 years of living in Westbury, I have not heard of any incidences occurring with this crossing.

Network Rail and the home builders of the Spinnaker estate would have been fully aware that this crossing would be used by more people once the houses were built. This should have been considered before planning was approved.

This level crossing has many safety features, a traffic light system, an audible alarm and the train drivers using their klaxon. This crossing has more safety features than the new suggested route which I believe is unsuitable for vulnerable people to use.

The pavement under the railway bridge is single file only, on occasions this road floods. Asking people to cross potentially three main roads to access the local amenities, like the schools seems ridiculous. Both Station Road and Oldfield Road are notoriously busy especially at peak times- how are pedestrians expected to navigate crossing these roads? I can only envisage more safety concerns. Network Rail should not be allowed to off load their responsibilities of safety because they believe crossing roads are safer.

The only safety issue I can see with this crossing is the uneven stoney steps leading from the level crossing each side. They are a trip hazard which could be rectified by adding more hard-core....

Please could my objections be considered when this planning proposal / decision is made.

Kind regards

Tina Devereux  
[REDACTED] Phoenix Rise Westbury  
BA13 [REDACTED]



**From:** [Tristan Smart](#)  
**To:** [Roberts, Ali](#)  
**Subject:** Ref Notice of application to extinguish level crossing Penleigh park, footpath Westbury 15 (WEST15)  
**Sent:** 01/07/2025 11:29:35

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[REDACTED]  
Dear Ali,

I've seen the poster that has been erected at the level crossing above, I'm writing to express my concerns and objections to the extinguishment.

As a health and Safety professional and a resident on the new estate myself I find it really difficult to understand that National Rail have now realised that the crossing handles high traffic?

Was this not thought about during the consultation process in the planning application? National rail will have been heavily involved in the process as we have all had to pay the £250ish on purchase or our property for there solicitor to produce a document for us to adhere to there stipulations for living near a railway line, I digress.

I have a school aged child and she uses the crossing twice daily minimum to go and return from school, and at the weekends to visit friends etc. there has been a number of occasions the lights are out of operation which at this time my Daughter walks along the proposed route as laid out on the notice.

My major concern for this route, to avoid crossing any of the busy roads, the foot path the goes underneath the railway bridge by the railway inn pub is so narrow pedestrians often walk into the road to pass people, this path is not wide enough for modern pushchairs and also un accessible to wheel chair users, this section of road is extremely busy at rush hours times due to shift start times on the industrial estate and school start times etc.

The only reasonably practicable solution, which I'm very surprised it wasn't installed during in the initial works, is the level crossing to be converted to have a foot bridge installed that is both pedestrian and wheelchair/pushchair accessible, a zebra crossing also needs to be installed to be able to safely cross Oldfield road.

An alternative to this would be at the other end of Amazon way for where the proposed bridge linking Amazon way to Oldfield road, this to be just a foot/cycle bridge, this would then link the footpath further up and enable safer crossing.

I do hope these and other emails are taken into consideration as closing the crossing altogether will not only disadvantage a lot of commuters to the town it will also put there lives in danger but in just another location that is more unpredictable than a level crossing with lights and train horns.

Please feel free to contact me if you require too.

Kindest regards  
Tristan Smart  
[REDACTED] Callum Way  
[REDACTED]

Sent from my iPhone



**From:** [Planning](#)  
**To:** [Roberts, Ali](#)  
**Cc:** [Sarah Harris](#); [Lynne Gill](#); [Planning](#);  
**Subject:** RE: The Proposed Extinguishment of Penleigh Park Level Crossing, Footpath Westbury 15  
**Sent:** 08/07/2025 09:49:04

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You don't often get email from [planning@westburytowncouncil.gov.uk](mailto:planning@westburytowncouncil.gov.uk). [Learn why this is important](#)

Dear Ali,

Please see below representations from Westbury Town Council Highways Planning and Development committee for the proposed extinguishment of Penleigh Park level crossing, footpath Westbury 15.

**Westbury Town Council strenuously objects to Network Rail's Proposed Extinguishment of Penleigh Park Level Crossing, Footpath Westbury 15 (part)** *(the existing path, known as West 15/16, including the section over the level crossing (referred to by Network Rail as Penleigh Park FP level crossing), is currently open to the public.)* and extinguish the registered public right of way with Wiltshire Council.

**The reasons for our objections are as follows:**

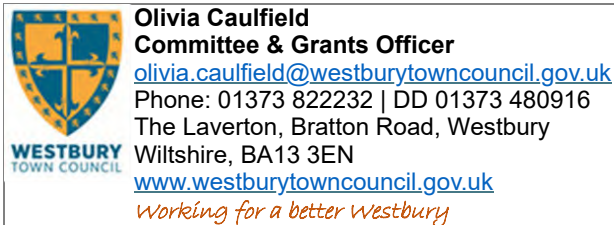
1. Network Rail is attempting to affect the closure using Section 118A of the Highways Act which they define as the extinguishment (stopping up) for the reason of railway safety. More accurately this section applies where it appears to a council expedient in the interests of the safety of members of the public using it, or likely to use it, that a footpath in their area which crosses a railway, otherwise than by tunnel or bridge, should be stopped up. We believe that Network Rail (NR) has failed abjectly to demonstrate that this is the case.
2. It appears that part of Network Rail's case for the stopping up relies upon a fatality at Pewsey on a pedestrian crossing that is far inferior to the one on Oldfield Road. It is our belief that it is simply a convenient way to try and achieve the target on crossing closures that Network Rail is pursuing.
3. Network Rail has failed to provide evidence that the crossing is any more dangerous than it was in 1933 when it was first opened. There is no empirical evidence whatsoever – no evidence of fatalities, or even near misses, at this footpath crossing.
4. Network Rail states that “the last routine level crossing risk assessment carried out by Network Rail in August 2023 recorded a very high number of daily crossings, an average of 203”. These figures are a huge under representation of the demand and user numbers, as it was undertaken during a period when schools are all closed and many workers who use the crossing are on holiday. Network Rail have followed this up with an even more cynical piece of so-called evidential work “in preparation of creating a safety case for closure” when “a three-week census was conducted from the 21/12/2024 – 12/01/2025” apparently as some sort of benchmarking process. They acknowledge that this period was, in part, whilst schools were closed over Christmas and other users were on holiday. Network Rail failed, however, to mention that also during this 23-day period Westbury train station was closed for 19 of those days, rendering the census absolutely useless and of no statistical value whatsoever.
5. This pedestrian crossing point was constructed in 1933, when the Westbury Avoiding Line was first built, prior to which the footpath was in existence, and therefore predates the railway line. If something needs to move, perhaps it is the railway, and the footpath has a prior claim.
6. The Network Rail case references that “the crossing is now seeing a large amount of use by vulnerable and encumbered users the risk profile of the crossing has significantly affected”. So, Network Rail proposes sending the vulnerable and encumbered users on a detour of over a kilometre. Surely this is a problem for Network Rail, not one that the residents of Westbury should be made to shoulder.
7. The Network Rail case contains several claims of a large number of misuse incidents but provides no detail of any evidence. Westbury Town Council's own observations have identified dangerous behaviours by train operators with repeated failures to use their klaxon horns to warn pedestrians. This failing is, surely, putting users at risk, and yet Network Rail fails to acknowledge this.
8. Network Rail claim that “There is now a serious risk of fatality to a person using the level crossing if the crossing is not closed” and yet provide no evidence for this or basis for this claim. We believe that the increased risk of the closure on the people of Westbury is so great that this would be reckless.
9. The lack of alternative routes, should this crossing be closed, is, frankly, dangerous. Station Road footpath is inadequate, particularly where it passes under the rail bridge, where the western side footpath is too narrow for anything other than single file pedestrian traffic, cannot accommodate wider prams or pushchairs and cannot be used by parents with small children, even if the pigeon faeces that builds up on the footpath from birds nesting under Network Rail's bridge. Major improvements to pedestrian routes in Station Road would be required, the cost of which should be borne by network Rail prior to further contemplation of the crossing closure.
10. Network Rail claim that “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. This is possibly one of the most fatuous and self-serving claims that they make. And based upon what evidence?
11. Network Rail make a lot of the possible bridge over the railway line at the end of Mane Way, stating “the Local Authority have already been partially funded to deliver a road bridge, however the funding for this was not enough, however at the time of consultation funding for a footbridge, by the local authority was enough for this to go ahead, and it was agreed upon.” We do not believe that this is entirely correct.



Whilst Wiltshire Council have given a general assurance about a bridge being built in the future, there is no certainty of timetable. Unless Network Rail are suggesting that they will provide funds necessary to meet the shortfall in building the road bridge, they should not place any reliance upon that.

Westbury Town Council believes that the case for closure of the crossing is extremely weak, with a complete lack of any evidence to support the Network Rail claims, and closure of the crossing is nothing short of indefensible.

Many thanks  
Kind regards



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Westbury Area Network

Mayor's Nominated Charities 2025-2026

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**From:** Roberts, Ali <[Ali.Roberts@wiltshire.gov.uk](mailto:Ali.Roberts@wiltshire.gov.uk)>  
**Sent:** 29 May 2025 16:03  
**To:** Roberts, Ali <[Ali.Roberts@wiltshire.gov.uk](mailto:Ali.Roberts@wiltshire.gov.uk)>  
**Subject:** The Proposed Extinguishment of Penleigh Park Level Crossing, Footpath Westbury 15

**Highways Act 1980 S.118A**  
**Transport and Works Act 1992**  
**The Proposed Extinguishment of Penleigh Park Level Crossing, Footpath Westbury 15 (part)**

Wiltshire Council are in receipt of an application from Network Rail, dated 28 March 2025, to extinguish the level crossing on Footpath Westbury 15 (WEST15) known as Penleigh Park Level Crossing, under Section 118A of the Highways Act 1980 inserted by the Transport and Works Act 1992. The proposal is to extinguish WEST15 as shown on the attached plan from the route shown with a bold continuous line A-B, approximately 20 metres in length.

The alternative route for the walking public would be via Oldfield Road, Bridge Court, Station Road, Amazon Way and vice versa, which is approximately an additional 1km journey. Below is a map segment showing the alternative route from point to point.



**Statement of Evidence:** Westbury Town Council

**Town & Countryside Planning Act 1990 – Section 257**

**Order Making Authority: Wiltshire Council**

**Title of Order:** WILDLIFE & COUNTRYSIDE ACT 1981 SECTION 53

Wiltshire Council Parish of Westbury Path No: 15 (Part) Diversion Order & DMMO 2019

Dear Sir

Westbury Town Council considered the application for diversion of (part) Westbury Footpath 15 at its March 2019 meeting and objected to the diversion on the following grounds:

1. That footpath 15 has significant historic importance to Westbury as a former railway community.
2. The footpath is an important link between the residents who were the railway working population, the railway infrastructure, the Station Area, the former Iron Works, and the Westbury Area Trading Estates.
3. Whilst the area has no classification of protection of landscape, flora, or habitat it is nevertheless located in an area of significant industrial and commercial heritage that is no less important to us than any other classification of land.
4. Westbury Town Council refutes Wiltshire Council's conclusion of inconsequential effect on the grounds that this historic footpath will be consumed into the fabric (paths & hard surfacing) of the permitted development and will be permanently lost.

**Matters considered:**

The footpath links Oldfield Road with the Westbury railway works and the station area and the footpaths of the social housing areas of Oldfield and Penleigh Parks.

The Social Housing Area is the home of the drivers, guards, conductors, porters, signalmen, shunters, carriage, wagon, slip, drainage and rail infrastructure maintenance and rail relaying engineers.

This footpath contributed directly to the development of the railway at Westbury which is Isambard Brunel's south eastern junction on the Great Western Railway.

Generations of Westbury's rail men and rail women have walked to work and back along this path. Without this path that walk would have been much further.

Just beyond the railway other centres of industrial employment such as the Westbury Iron works, and the Westbury Area Trading Estates rely heavily on this footpath for the supply and delivery of labour.

Historic maps and photographs clearly show that the network of footpaths that includes footpath 15 well established prior to the extensions to the Westbury Marshalling yard and the construction of the Westbury Engine Sheds.



For their recreation many residents of the Parks would use this path as a preferred walking route for the railway station and the train to Trowbridge, Bath, Bristol, Salisbury or London. Such is the importance of Brunel's Junction at Westbury.

The permitted plan has this important path integrated into the hard surfaces and footpaths of the development which would cause its disappearance forever.

Wiltshire Council should have concerned themselves with protection of the industrial and railway heritage of Westbury which this footpath has a central role instead of being so quick in regarding a 5m diversion in 62m path as inconsequential especially as the path is set for integration into the structure of the development.

Linden Homes have the necessary designers and urban planners to enable to preserve this historic path whilst delivering a well-designed development. This is little to ask for especially as they have been excused both a social housing and education facilities contribution by Wiltshire Council.

### **Conclusions:**

Footpath 15 is an outstanding reminder of an industrial, commercial and railway operations history which is important to our community and widely celebrated in our history and heritage.

It is a popular and well used walkway whose importance will be lost and unappreciated if it is absorbed into the hard standings and metalled walkways of development.

We believe that Linden Homes and Wiltshire Council should preserve forever this footpath unaltered and build around it. If they do not Westbury will lose forever its connection to its industrial heritage.

This statement draws very little from the Provisions of the T&C Planning Act 1990 or the Wildlife & Countryside Act 1981 but it does conform to Wiltshire Councils Core Strategy to 2026 in particular Core Policies (CP) **32** – Westbury Community Area; **35** – Existing Employment Land; **49** – Protection of rural services and community facilities; **51 (iii)** – Landscape; **52 (iii)** – Green Infrastructure; **55** – Air Quality and **57** – Ensuring high quality design and place shaping.

**Report Author:** Councillor Gordon King  
For and on Behalf of Westbury Town Council