

**From:** [David Lee](#)  
**To:** [TRANSPORTINFRASTRUCTURE](#)  
**Subject:** Network Rail (Leeds to Micklefield Enhancements) Transport and Works Act Order  
**Date:** 27 August 2023 19:41:33

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Dear Secretary of State,

**Re: Network Rail (Leeds to Micklefield Enhancements) Transport and Works Act Order**

I am writing to you regarding the above Transport and Works Act order, to which I have objections and comments relating to the Peckfield Level Crossing Closure Mitigation

I strongly believe that given the proposed closure of Peckfield Level Crossing, pedestrian connectivity needs to be maintained via a footbridge, in the location and design proposed in Network Rail's scoping exercise (stakeholder consultation Phase 1). It is simply unacceptable for this public right of way to be extinguished.

I strongly feel that maintaining pedestrian access via a footbridge to bridge the northern and southern parts of the village in light of Peckfield level crossing's expected closure is the only feasible option given this connection is vital for accessing key facilities (e.g. school, doctors surgery), homes, and workplaces and is as such is used daily by an appreciable number of people. This figure has only increased in the last couple of years given the recent housing developments in the area. The installation of a footbridge is the only means to maintain the public right of way remotely approaching its current guise as the diversion proposals offered by Network Rail are considerable deviations from the PROW current path and essentially duplicate pre-existing pathways along Great North Road and Pit Lane

Other level crossings with a current similar configuration to Peckfield Level Crossing on the TRU East of Leeds are benefiting from the installation of pedestrian footbridges owing to closure of level crossings so Peckfield should also.

Yours sincerely,  
Dr David Lee



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