

28th April 2009

Mr J Pearson
Suffolk Local Access Forum
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Dear Mr Pearson,

Further to your letter dated 20th October 2008, several ELAF members were also in attendance at the Ely conference and all were similarly concerned that the Highways Agency appears to overlook the severance issues that you describe.

Unfortunately they appear to rely often upon the fact that existing public rights of way which cross major highways are relatively unused but it is clear that this lack of use has occurred through a "suppressed" demand, the crossing of those highways becoming far too dangerous to attempt as a result of the increased volume and speed of the vehicular traffic.

We are of the opinion that it is most inappropriate for them to perpetuate this anomalous situation and have attempted to influence both Essex County Council as well as the Highways Agency to have more regard for the consequences of their road improvement schemes.

All major road projects invariably include a wide land corridor being compulsorily purchased and this often extends many tens of yards from the actual vehicular carriageway. The boundaries of this corridor are almost always fenced from adjoining farmland and often landscaped. Those public rights of way that are dissected by the new highway almost always are diverted in a manner less convenient than their original line.

Our contention is that a linear public right of way should be created along the outer limit of these road corridors within the compulsorily purchased land and that the only modification from the current practice would be that the boundary fencing be

advanced towards the carriageway by perhaps three yards and the new right of way thus created would adjoin the farmland.

The cost of this option is negligible. The benefits in connectivity between severed highways and communities considerable. It is merely necessary that this practice should be recommended by the Secretary of State to be included wherever such road schemes are planned.

You will obviously have understood that we fully support your continued lobbying of the Highways Agency to address the severance issues and will be pleased to join with you if you should require our assistance.

Yours sincerely

Mick Brash
Chairman