

APPENDIX

Response number	Street	Town	Preferred Option:	Comments
1			Not specified	<p>I thank you for the consultation notice received today. I have quickly viewed the proposals on line and will comment in detail later but I would as a matter of urgency draw to your attention the activities to the land where it adjoins "Bridge House"- Chipping Hill. The property has recently been sold and the new owners appear to be encroaching on to the grounds that it appears you have ownership and control over. The previous occupiers, over the last couple of years, "took over" a small piece of land adjoining the driveway and create an acceptably attractive entranceway.</p> <p>It now appears that the new owners are extending the nominal widened approach to the full length of the property.</p> <p>Last week concrete steps have been formed from adjoining the garage down to the field and today I noticed that the boundary hedge has all but been removed and timbers placed to retain what is effectively a rear garden.</p> <p>I trust that you are aware and have consented to this action.</p>
2	Chipping Hill	Witham	1	<p>Option 4 does not allow continuous flow on the cycle route.</p> <p>Option 3 removes the willow and is awkward with tight bends.</p> <p>Option 2 will require a significant embankment across the meadow as it is very boggy.</p> <p>Option 1 seems to be the most practical route (consideration needs to be given to the flora and fauna of the meadow. The ragged robin, ladies smock has disappeared under the present management scheme).</p>
3	Chipping Hill	Witham	1	<ul style="list-style-type: none"> - This option gives a more direct route for cycletrack and footpath. - It allows the tree adjacent to the current footbridge to be retained. - It impinges less on the pasture on the Chipping Hill site, than option 2. - Hopefully the pasture will be managed well and could be fenced to Chipping Hill side to maintain lack of public access.
4	Ebenezer Close	Witham	1	Option 1 preferred but without toucan crossing
5	The Avenue	Witham	1	But without removing existing cycle path as shown (not necessary and not cost effective). Keep path and extend only
6	Glebe Crescent	Witham	2	
7	Forest Road	Witham	2	This is the best compromise route
8	Blackthorn Road	Witham	2	<p>The re-organization and safety of the bridge on Chipping Hill has got to be the most important consideration. Cars drive over the bridge at excessive speeds, in some cases flying through the air with no consideration taken for the danger. Traffic lights may help to solve traffic jams that occur in the evening due to people travelling home from the train station. Footpath over the bridge is also dangerous during winter and becoming icy and therefore slippery which has seen many people fall over and therefore needs relaying.</p>
9	Glebe Crescent	Witham	2	<p>Is there any need for the toucan crossing? I know this is a busy rat run mornings and evenings but at other times not so busy.</p> <p>Exactly where is the pathway to be removed at the back of Glebe Crescent, is this used these days?</p>

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10	Saxon Drive	Witham	2	Option 1 definitely not a good idea as it is running straight through a green field where children play. Definitely agree with traffic lights at Chipping Hill Bridge to prevent accidents. Option 2 eliminates need to take a tree down and widen an historic bridge and therefore spoiling the scene.
11	Saxon Drive	Witham	3	
12			3	
13	Glebe Crescent	Witham	4	No lighting please near Glebe Crescent
14	Medlar Close	Witham	4	This option is much simpler: no alteration at Chipping Hill bridge; no new cycleway bridge; the existing path from the bridge to Ebenezer Close would remain as it is, a pleasant footpath. The route past Spring Lodge would serve the existing estate plus the proposed new homes and would still serve Ebenezer Close/ Church Street.
15	Stevens Road	Witham	4	1, Do NOT want to remove beautiful willow tree; 2, Do not destroy meadowland 3, More accessible for the estate behind Spring Lodge- through route then to High Street and Bramston.
16	Luard Road	Witham	4	The existing concrete bridge across the river needs to be replaced, as it is too steep anyway. The one situated between Bridge Street and Maldon Road is similarly too steep. Consider more environmentally friendly construction too.
17	The Avenue	Witham	4	This seems to have the least impact on the environment around Chipping Hill. No lights please! Has anyone done a proper survey of cyclists using the existing route or likely to use the proposed one? Preserve the water meadow!!!
18	Chipping Dell	Witham	1 and 2	Please note that my preferred options are 1 and 2. Many people would be upset if option 3 went ahead, as it would mean chopping down the wonderful Willow Tree at Chipping hill Bridge. I guess it would also mean that the existing footbridge would be out of action for sometime, which would have a detrimental effect on many. I would be disappointed if Option 4 went ahead as it would mean the path running from Chipping hill, past Chipping dell and Bramston Green would not receive a much needed overhaul. This is a wonderful section of Witham's river walk that cannot be appreciated in it's current state.

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19	St Nicolas Road	Witham	None	<p>I believe the above proposal represents a health and safety risk. Children, toddler and dogs being walked along the path cannot be expected to be safely kept to one side of the track.</p> <p>Cyclists tend to ride fast and do not usually ring a bell or give any warning, especially dangerous if they are approaching pedestrians from behind. The hard of hearing and elderly are particularly vulnerable.</p> <p>The existing pathway constitutes a pleasant nature walk and somewhere people can relax away from traffic which is becoming rare. The above proposal will change this forever, as well as representing another health and safety risk.</p> <p>You may or may not know that a dog was killed by a cyclist running it down on the Moat Farm Chase area of the river walk. Obviously this could have been a toddler.</p>
20	Templars Close	Witham	4	<p>I feel that any form of traffic control will ruin the character of Chipping Hill (pelican crossing, traffic lights etc.)</p> <p>I am a frequent user of the river walk and think that the cycle path is very underused and fail to see the need for further expense.</p>
21			2	
22			3	<p>Option 4 - as this is a non-continuous route, there is little benefit to that which exists now. On those grounds I find this least acceptable.</p> <p>Option 3 - has the least impact on the meadows (once the willow has been removed), and the option I would therefore prefer. However, has a steep bank from Chipping Hill meadow to the existing footpath been considered, as the plan shows a sharp arc before going up the incline and this may be difficult to negotiate</p>
23	Chipping Hill	Witham	4	<p>As a resident of Chipping Hill, I am totally against any installation of traffic signals at the road bridge. Traffic backs up at the best of times and adding a further delay will cause it to back up even more. If you wish to make the bridge safer you need only it install a speed camera on Chipping Hill which will reduce the speed of idiotic drivers who accelerate down the hill to beat on coming traffic thereby negating the need to stop and give way. It will also reduce the thrill of driving at speed over the bridge so that they take off the other side.</p> <p>I am not keen to see either trees felled nor the bridge widened as this would detract from the overall appearance of the area. Therefore I am in favour of Option 4 only.</p>

24	White Horse Lane	Witham	4	<p>I have set out below our comments on the proposals for the extension of the River Walk Cycleway to Ebenezer Close. I trust you will be able to take the following in lieu of your consultation pro-forma reply, and then I have detailed more specifically our concerns regarding traffic control over Chipping Hill Bridge.</p> <p>We consider that option 4 is preferable for the following reasons:</p> <ul style="list-style-type: none"> · Advantages · Will attract cyclists (and pedestrians) from Bramble Road and Spring Lodge areas as well as Ebenezer Close · Avoids removal of the willow tree · Avoids disturbing the quiet haven for wildlife in the currently undisturbed meadow · Avoids unsightly embankments on the currently undisturbed meadow · Avoids the need for a Toucan Crossing at Chipping Hill Bridge (see below) · New cycle route for Saxon Drive could be incorporated · Opportunity to provide safer access to Spring Lodge · Will provide a cycle route for the whole Bramble Road area to the town centre · Will provide a greater cycleway access to the Spring Lodge Community Centre · Disadvantages · Not a continuous cycle route · Does not improve footpath below Bramble Road <p>We believe that the disadvantage of the loss of a continuous cycleway shown above may be negated by the provision of a Toucan Crossing with traffic control signals at the entrance to Spring Lodge, although the close proximity of Saxon Drive may make this inadvisable. Perhaps the footpath downstream from Bramble Road could be repaired separately from this scheme</p> <p>Toucan Crossing at Chipping Hill Bridge</p> <p>We are particularly concerned about proposals for traffic control over Chipping Hill Bridge, for road safety reasons, as follows:</p> <ul style="list-style-type: none"> · Road Safety · The current priority system provides traffic calming measures in both directions, but particularly from the Chipping Hill side. · A traffic light system at the bridge would encourage higher speed – when a green light is seen from the brow of Chipping Hill it might encourage an increase in speed to ‘catch’ the lights. · Any higher speeds over the bridge would cause a significant increase in the chance of serious injury as the sharp summit of the bridge brings about a rise off the carriageway (takes off) causing a significant loss of control. Even the current speed limit of 30mph over this steep brow could bring this into effect in wet or icy conditions. · There has been an uncontrolled pedestrian crossing on this site for many years without injury (to my knowledge)
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			<ul style="list-style-type: none"> · The proposed cycleway traffic, considering the population at that end of Church Street (Ebenezer Close only), is unlikely to be significant – have any surveys taken place to assess usage? – Could the crossing wait until the cycleway has been completed and a survey taken of additional usage? We believe residents of Church Street and its side turnings would not cycle up Church Street to Ebenezer Close to use the proposed cycleway, even the access via Chipping Dell is a circuitous route, they would continue to use Church Street as now. · The River Walk cycleway already crosses roads without a Toucan Crossing at other locations e.g. Armond Road and Guithavon Road, to my knowledge without any serious injuries. · Conservation Area · This location is one of the beauty spots of Witham, sited on the River Walk, incorporating an 18c listed bridge with the backdrop of the parish church and the mediaeval village green of Chipping Hill. · It is an unspoilt and attractive setting with minimal traffic signage clutter. · The bridge is unspoilt even after surviving widening works some years ago, achieved without materially affecting the bridge. · Toucan Crossing and priority traffic signals would increase roadside clutter to an unacceptable level · The visual affect of the Toucan Crossing and traffic signal signage across the River Walk would have a severely detrimental affect on the Chipping Hill Conservation Area. · Traffic congestion · The current priority system causes some congestion particularly at peak times during the day. With the current system, vehicles proceed as soon as the traffic moving in the opposite direction passes, often creeping forward as they pass, providing minimal delay between phases. · A toucan crossing will cause significant additional delays for the following reasons: <ul style="list-style-type: none"> · The pedestrian phase for cyclists/pedestrians will add to the waiting time. The minimum pedestrian/cycle phase waiting time will be longer than the present time for one person to cross the road. · To provide sufficient clearance for HGVs/buses to pass the traffic light stop lines may be around 100m apart, so the all red phase would have to be significantly longer than normal to ensure traffic has cleared the bridge/crossing area completely between phases.
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				<ul style="list-style-type: none"> · The traffic lights will change to provide access/priority even when only one vehicle has approached, this minimum time would be considerably longer than the time it currently takes one vehicle to pass. · Traffic queues would therefore be significantly longer than as at present. <p>In summary, we believe the traffic control system over Chipping Hill Bridge would have a significantly detrimental affect on road safety, made worse by frustration caused by additional congestion. The cycleway would benefit a much greater part of the local community by being routed via Bramble Road and Spring Lodge providing them with a direct cycle route to the town centre, even though there would be a short break in the route (about 60m).</p>
25			1	<p>I think this is a brilliant idea, me and my kids love to cycle but have to use normal footpaths because we live on the Templars estate and there is no safe cycle route to town as yet.</p> <p>I am very pleased that something is being done at last. Thank you</p>
26	St Nicolas Close	Witham	2	<p>Option 2 ticks all the boxes in relation to addressing the key issues of this project, especially the great need for a toucan crossing at the Chipping Hill Bridge. It also has the advantage of not having to fell the protected tree.</p> <p>My least favoured option is Option 4 This does not address any of the issues, especially the dangerous bridge. It is not advantageous to people who live a Chipping Hill. The only benefit that emerges seems to be to the Council's finances</p>
27	Glebe Crescent	Witham	4	<p>Would like the existing trees at rear of Glebe Crescent kept as these area a natural screen, but having said that there are a lot of old trees which look dangerous in bad weather. These could be grubbed out.</p>

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28			4	<p>I strongly oppose Options 1 and 2. The present land on the eastern side of the river is about the only part of the River Walk where there is no access for the public to enter the meadow land, therefore it is a haven for wildlife, including pheasants who would suffer disturbance by a cycle way through the field. Occasionally children do enter (as last week when a group of youths threw all the tree trunks, stacked by the Council who had cut down some tree and branches and left them by the river's edge, into the river). Although there is no public access, the new owner of Bridge House has built a flight of steps down into the field and is now using to have weekly bonfires. He also appears to have incorporated some of the field into his garden! I would have thought options 1 and 2 to be unduly expensive with bridges across the river and the drain in the field.</p> <p>In option 3, although the tree by the footbridge would have to come down which I would normally hate to see, Bat Willows grow so quickly that a replacement would soon take its place. That particular tree was not pollard when the others were a few years ago, so in a few years it will probably blow down like so many others have in the 35 years I have lived in the area.</p> <p>Option 4 would provide access to a different part of the locality- though to think that people will get off their bikes as they pass through Spring Lodge is wishful thinking!!</p>
29	Chipping Hill	Witham	4	<p>Traffic management along Chipping Hill/ Powers Hall End important. Crossing for pedestrians necessary at Church Street/ White Horse Lane/ Moat Farm Chase junction, as this is a major crossing point.</p> <p>If route 4 undertaken a bi-directional cycle route along the southern section of Church Street (one way currently) should be considered, as well as Moat Farm Chase option - as most people from Church Street/ Ebenezer/ Glebe Crescent will access along Church Street.</p> <p>If route 4 is continued, there needs to be an option to cycle through Spring Lodge and a connection to the other cycle route, possibly along the far side of Powers Hall End and (along the wide verge) and then Saxon Drive, possibly along the southern side road as this is shorter.</p>
30	Harebell Drive	Witham	4	
31	Powers Hall End	Witham	4	No traffic light system at Chipping Hill Bridge- will not improve area- ugly and out of place in rural areas. Calming traffic bumps.
32	Chipping Dell	Witham	4	
33	Chipping Hill	Witham	4	
34	New Road	Terling	4	In view of the proposed development of the site to rear of Spring Lodge this, in my opinion would be the most logical. I further add although a life resident of Terling (76 years) I have family in Witham and regularly use the cycle paths.
35	Campion Way	Witham	3	If not 3, prefer 4
36	Chipping Hill	Witham	3	If planting of new willow tree were possible to replace the one to be removed. This seems best safest route with minimum damage to countryside.
37	Saxon Drive	Witham	4	

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38	Powers Hall End	Witham	2	
39	Oxlip Road	Witham	2	Although a new bridge needs to be built for option one and two it is for the cycleway and not a diversion of traffic, which in my opinion would, in time, enhance the enjoyment of cycling through Witham. Although the proposed cycleway of option 1 and 2 goes through the new meadow, this will bring the beauty of it to more people. Far better to see a cyclepath than more houses. PS. Please don't pull down the willow tree which gives such a lovely dappled shade in the summer.
40	Glebe Crescent	Witham	2	Having studied all 4 options, No 2 seems to be the obvious choice. With the rest of the River Walk pathway already double track this would make the final part complete and hopefully by widening it will be kept in better order like the double track portion.
41	Bramble Close	Witham	2	Chipping Hill traffic is increasing and there is a need to regulate this using a traffic light mechanism allowing pedestrians to cross safely.
42			2	We have to face the fact that the traffic using the bridge at Chipping Hill has increased and the risk of accidents is greater, therefore traffic control measures must be taken. Option 2 is preferred, and option one would be my second choice.
43	Chipping Hill	Witham	4	Without a comprehensive plan to manage traffic within Chipping Hill conservation area, this scheme is pointless and dangerous. The traffic on Chipping Hill needs to be managed properly; unless this is done the proposed Toucan lights will only exacerbate and worsen the poor and dangerous traffic flow in the area. All four of the options are completely unsatisfactory in that they seek to: a, cross a road with poor visibility- exacerbating the traffic situation cited above and/ or b, develop over the open ground (a civic resource) at the bottom of Chipping Hill, which is prone to repeated flooding and/ or c, obstruct the existing footbridge, which is necessary for pedestrian traffic and d, be an eyesore in a designated conservation area. Should Braintree District Council seek to improve and increase the use of bicycles within Witham, such an ad hoc method of dealing with the necessary improvements is counter-productive; a comprehensive plan for the area needs to be undertaken. The only viable option of those proposed is Option 4.

44	Chipping Hill	Witham	4	<p>Whilst the extension/improvement of Witham's cycleways is to be applauded, much more forethought must go into it and people should be properly consulted.</p> <p>Having taken to the streets and spoken to numerous people who regularly walk/cycle around Chipping Hill and the River Walk, virtually none knew of your proposal or the 'consultation'! This is a classic problem, since there is no suitable forum or medium within which local government/ councils communicates with people. Perhaps the time has come to bring something to life, rather than the ad-hoc glossy brochures, a meaningful, regular instrument of communication would better suit this need.</p> <p>Chipping Hill is a dangerous place for pedestrians and cyclists and the writer is in the process to consult with residents and users to find suitable traffic calming measures and put pressure on the Highways and Transportation Mid Area to implement these as a matter of urgency. The cycleway extension should be seen as part of this overall improvement. The points below relate only to the cycleway, but the issue of improved safety for pedestrians and cyclists on Chipping Hill is far greater and your cycleway proposals are of lesser importance.</p> <p>Of the 4 options, only Option 4 makes sense (as part of a greater scheme).</p> <p>A, Option 4 would bring a much needed crossing outside Spring Lodge, which is used by many people, including the very young and elderly, all of whom face a perilous crossing of a main road.</p> <p>B, Option 4 should include a widening of the pavement, at least on one side, which would provide greater safety to pedestrians and cyclists. At present, in places only one person can walk on the pavement, which usually means that an accompanying person/s steps into the road. Worse, a person with a pram and toddler inevitably exposes the children to danger; the position is equally perilous for wheelchair users. The writer has made a point of watching people on Chipping Hill in recent weeks and had witnessed some hair-raising moments. This is the case all along Chipping Hill and shall be further discussed with the Highways and Transportation Mid Area.</p> <p>C, Option 4, if properly implemented, would help to slow traffic before it gets to the bridge and thus make the bridge safer to pedestrians and cyclists.</p> <p>D, Options 1 to 3 use an existing footpath which appears most unsuitable for the following reasons:</p> <ul style="list-style-type: none"> i, it is very steep in places; ii, there are some sharp bends with poor visibility, which will prove dangerous, as some cyclists will be tempted to 'zoom' down, endangering pedestrians, especially the young and the elderly. Although prohibited, scooters have been known to use the River Walk, much to residents' chagrin, and they will undoubtedly be tempted to use this sporty run, if given the chance by a nice new path;
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				<p>iii, to provide a combined footpath and cycleway would require the removal of much of the mature shrubbery and trees and would destroy a very attractive path (there is too much sterilisation of the environment and it is refreshing to find a place that is still reminiscent of nature);</p> <p>iv, the removal of the willow tree is unacceptable, the addition of a further bridge or path across the open ground can not be considered a asset to the rural scene around Chipping Hill Bridge and traffic lights would look completely out of place.</p>
45	Cromwell Way	Witham	4	<p>The existing River Walk footpath from Chipping Hill to Ebenezer Close is in a dilapidated condition in many places, so option 4 is considered best but only subject to full maintenance/repair of existing footpath (circa 1 metre wide) from Chipping Hill to the new cycleway (rear of Glebe Crescent).</p>
46		Rivenhall	4	<p>I support option 4.</p> <p>None of the options are ideal, so it is a question of weighing pros and cons. Option 4 avoids damaging the water meadows, especially those on the Church side of the river which are rich in flora. It also avoids threatening the large willow tree, which I lobbied to have retained when BDC (wrongly in my view) drastically pollarded the large willows downstream of Chipping Hill bridge some years ago.</p> <p>Option 4 also has the advantage of using some existing developed pathway alongside the housing estate.</p> <p>I agree with the view that major changes at the bridge, involving a controlled crossing, could actually make road safety worse. The current situation, whilst not ideal, is well known and drivers know to slow down whereas installing lights will introduce the "traffic light mentality" of trying to get through before they go red.</p> <p>I believe that an investigation should be made into the Community Centre access/Saxon Drive junction both to provide a safer crossing point for pedestrians and cyclists but also to slow traffic down which tends to accelerate down the slope towards the river, creating conflict and danger. This stretch of road should be calmed - perhaps a 20mph limit as well as the above improvements?</p>

				<p>There should be no new lighting of the river walk which is being suggested by some. There is no justification or logic to such a development. Lighting will disturb wildlife (which includes bats) and waste energy when there is no imperative to install lighting. It would be a significant capital and revenue cost to local taxpayers. The "more lighting means better security" assumption is being challenged academically. The River Walk is a prime example of a location where wildlife should be left undisturbed at night and where people should not be encouraged to go when there are safer alternative routes nearby. There is little natural overlooking from housing compared to the numerous lit roadside paths in Witham which run parallel to the River Walk. Encouraging people to use the River Walk at night could leave them open to danger from those intent on crime - who need light to see what they are doing just as any other person does - but will also take advantage of the more isolated locations away from housing to carry out crime. Similarly, nuisance behaviour could increase, particularly late in the evenings.</p> <p>Investment in lighting should be made by Essex County Council and (BDC where appropriate) into upgrading routes that are currently lit and which pass by houses (i.e. roadside paths) with modern, flat glass high pressure sodium lights (FCO SON) which are more environmentally friendly, more controllable (i.e. dimming/switching where appropriate) but critically, also give a much better quality of light for pedestrians, cyclists and drivers, and are better for CCTV. The current lighting in Chipping Hill is outdated and out of keeping with Conservation Area lighting policies.</p> <p>In summary, I fully support the investment in improving cycleways and footpaths for people and would request that this is done in the safest and most environmentally friendly way which I believe is found in the options and approach as detailed above.</p> <p>Thanking you for the opportunity to comment.</p>
47	Saxon Drive	Witham	4	<p>I have viewed your web site in respect of the above and discussed the proposals with several neighbours and others who regularly use this part of the river walk and would now like to set out my observations below:</p> <p>As my property lies at the end of Saxon drive and faces the river, I obviously have a personal interest beyond that of a casual river walk user.</p> <p>Many people locally, wonder why we need to extend the path, which although used by many pedestrians,(especially dog walkers), is only used by a hand-full of cycles daily, (with the exception of a sunny Sunday afternoon). I know this as I have taken the trouble to observe traffic. If the objective of this proposed development is to encourage people to cycle in Witham, why not spend the money on some secure cycle parking in town so that they can actually use their bikes for shopping trips.</p> <p>Having said this, however, I accept that my views are probably academic as I have no doubt that a decision has already been made to proceed. I therefore turn to my main concerns i.e. the various options for joining the existing cycleway to the proposed new extension.</p>

			<p>Below are your four options in order of preference:</p> <p>Option 4 - Preferred option, least disruption / environmental impact, at lowest cost.</p> <p>Option 3 - If the path has to be continuous, this is the obvious route, even at the expense of the willow tree, (plant a new one, they grow like weeds!).</p> <p>Option 1 - If a new bridge has to be put across the river, this is probably the better spot. Its visual impact would be less as it is near to the existing road bridge, which would also make lighting easier and cheaper to install. Additionally, it would not impact local residents so much, as no houses directly overlook this field. Having said this, the substantial re-routing and removal of the existing path seems excessive and largely unnecessary.</p> <p>Option 2 - This results in major disruption to the current greensward with the new path moving even closer to the houses at the end of Saxon Drive. Assuming that any new bridge will need lighting (additional cost/disruption due to remote location in comparison to other options), this will have a detrimental impact on the wildlife in the small copse that will end up right next to it. If no lighting is proposed, you will just be creating yet another potential trouble spot for the town, (there have recently been problems at Moat Farm Bridge, with drunken youths in the early hours). Finally, there is no mention on your web site of the rain culvert that runs east to west across the meadow. This was put in some 10 to 15 years ago to take excess runoff water from the Church Street area and prevent flooding. Any new path taking the route proposed in Option 2, would have to cross this, which would presumably mean either engineered drainage under the path, or even a second bridge at additional cost. From my perspective, this option is totally unacceptable and should it be selected, I will feel obliged to oppose any required planning consent. I appreciate that this may well prove ultimately unsuccessful and that the delays and costs involved would not be in the best interests of the people of Witham and therefore hope that such action will not be necessary.</p>
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48	Chipping Hill	Witham	4	<p>We feel that the toucan crossing (as proposed in options 1, 2 & 3) would be totally out of keeping in the Conservation Area; and the paths crossing the natural meadow would decimate an undisturbed area which is a haven for diverse wildlife and plants. Having walked the route from Chipping Hill bridge to Ebenezer Close we have noted that there are 2 rather steep areas and also near a blind bend on a slope, which we feel would prove to be quite hazardous and even dangerous to wheelchair users and anyone with a pram or a buggy (if the cycleway is to adjoin the footpath as it does along the rest of the river walk.)</p> <p>The option going via Spring Lodge is over a much more level terrain. No extra bridges would need to be built over the river, and some style of road crossing at Spring Lodge would surely benefit vehicle users going to and from the veterinary centre, Spring Lodge and the other areas behind Spring Lodge.</p>
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