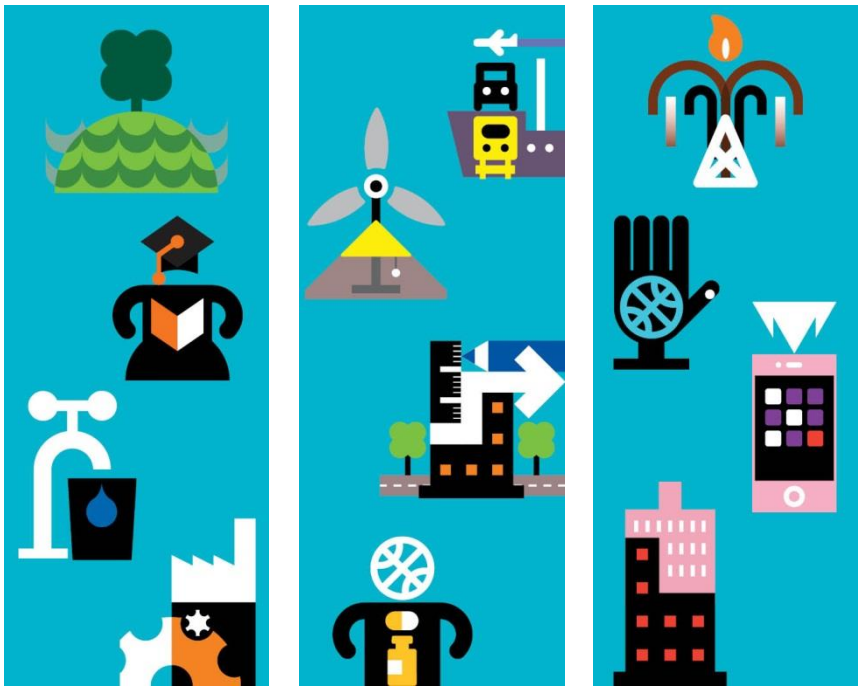

Anglia Level Crossing Reduction Strategy

Diversity Impact Assessment - Scoping Report

RPT018 Revision D

August 2016

Anglia Level Crossing Reduction Strategy

Diversity Impact Assessment - Scoping Report

August 2016

Network Rail

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1 Introduction

1.1 Background

This Diversity Impact Assessment (DIA) scoping report has been prepared by Mott MacDonald on behalf of Network Rail. It sets out the high level DIA review information of the proposals relating to the closure of various level crossings in East Anglia.

Revision D of this DIA scoping report has been prepared in response to a number of alternative diversion options under consideration. These alternative options in the Counties of Cambridgeshire, Suffolk, Essex and Hertfordshire and the London Borough of Thurrock are discussed within the appraisal tables for each County. It should be noted that no alternative options are proposed for Norfolk as crossings within this County were not taken forward to GRIP stages 2-4 at this point in time. All other text within this document remains the same as Revision C.

1.2 The Anglia Level Crossing Reduction Strategy

Network Rail is considering options to close a number of level crossings within the counties of Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire and the Unitary Authority of Thurrock. This exercise is called the Anglia Level Crossing Reduction Strategy (the Strategy) which is intended to help Network Rail manage their assets and improve safety, particularly for level crossing users.

Network Rail is continually looking at ways to improve the safety and reliability of the railway network and since 2010 has taken steps to close many level crossings in support of this. The proposed Strategy would help to:

- deliver a safer, more efficient and reliable railway for staff, passengers and the public;
- improve train performance and capacity on the main lines;
- create an access strategy that balances the needs of a growing population and dynamic train operators with those of efficient maintenance, renewal and enhancement; and
- enhance the railways of Anglia.[1]

1.3 About DIA

1.3.1 Background to the scoping exercise

As mentioned in *Baseline Information* section of each 'Anglia Route GRIP 1 Review', the Strategy is divided into the following five phases:

- Phase 1 and 2: Main line (Phase 1) and branch line (Phase 2) which comprise of level crossings where benefits may to be deliverable and affordable with Network Rail's Control Period 5 (to 2019). The proposals include:

[1] Network Rail (date unknown): 'Anglia Route – Summary Business Plan'. Available at: http://www.networkrail.co.uk/browse%20documents/strategicbusinessplan/cp5/supporting%20documents/our%20activity%20and%20expenditure%20plans/route%20plans/anglia%20route%20plan.pdf

  - Level crossing extinguishment with users being reliant on existing alternative rights of way to cross the railway.
  - Level crossing extinguishment with additional rights of way provided, and where necessary accompanying infrastructure, to divert users to existing alternative railway crossing points.
  - Removal of existing vehicular rights to cross the railway and where necessary accompanying infrastructure.
- Phase 3: Provision of a bridleway bridge or footbridge.
- Phase 4: Change of status for well used highway crossings to either bridleways or footpaths, as well as accompanying diversionary routes for motor vehicles.
- Phase 5: Where highway bridges may be required.

Network Rail has developed early concept solutions (GRIP0 level) for level crossings which are within Phase 1 and 2 of the Strategy. In August 2015, Mott MacDonald was commissioned by the Promoter to review this previous work, collate information and assess (GRIP1 level) a single solution at each level crossing – this involved providing high level DIA findings on each level crossing.

1.3.2 The DIA process

Network Rail defines a DIA as a '*structured information gathering and decision making process used to assess and record the likely and actual impact of a current or proposed policy or function on diversity and inclusion*'.[2]

The aim of this DIA scoping exercise is to undertake a preliminary assessment of the likely impact that closure of level crossing may have on their surrounding communities and additionally determine which of the level crossings may require a full DIA. This report presents the finding of that scoping process and identifies which crossings are to be taken forward to full DIA.

1.3.3 Policy divers behind DIA

The need to undertake a DIA is derived from the Equality Act 2010 and the Public Sector Equality Duty.

The Equality Act 2010 replaced a range of legislative instruments with one piece of legislation covering a wide range of different characteristics. The Act codifies the need to consider the likely or actual effects of policies, programmes and developments on different sections of society. The process must take account of the protected characteristics which are identified section in section 2.1 below.

A key element in implementing the Equality Act is the Public Sector Equality Duty (PSED), which requires public bodies to consider all individuals in shaping policy, in delivering projects and services and in relation to their own employees. It requires that government departments and public authorities (and those responsible for delivering public functions) have due regard to the following three aims:

- eliminating unlawful discrimination, harassment and victimisation;

[2] Network Rail (2014) 'Diversity Impact Assessments and Access Statements'

- advancing equality of opportunity between different groups; and
- fostering good relations between different groups.

Public authorities must show how they have shown due regard to the PSED through informed decision-making. While the Duty does not specify a particular process for assessing the impact of policy, programmes and projects on equality for public authorities to follow, this is usually undertaken through some form of equality analysis, which can include a DIA.

The process is intended to support good decision making – it encourages public bodies to understand how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people's needs. By understanding the effect of their activities on different people, and how inclusive delivery can support and open up opportunities, public bodies can be more efficient and effective. The PSED therefore helps public bodies to deliver the Government's overall objectives for public services.

The PSED specifies that public bodies should minimise disadvantages experienced by people due to their protected characteristics (see section 2.1 below), take steps to meet the different needs of people from protected groups, and encourage participation from these groups where participation is disproportionately low. Undertaking equality analysis such as a DIA helps to demonstrate how a public body is complying with the Duty by:

- providing a written record of the equality considerations you have taken into account;
- ensuring that decision-making includes a consideration of the actions that would help to avoid or mitigate any negative impacts on particular protected groups;
- supporting evidence-based decision-making; and
- supporting more transparent decision-making processes.[3]

1.3.4 Network Rail equality drivers

The Network Rail Equality, Diversity and Inclusion Policy and Framework were published in October 2014 and identified the following aims (amongst others) to ensure that equality, diversity and inclusion are embedded in their culture:[4]

- Enhance decision-making and innovation, by encouraging positive interactions and involvement throughout the business.
- Increase their ability to relate to existing and potential customers wherever they exist.
- Build effective and productive relationships in the wider community through partnerships with community-based groups and stakeholders.
- Be committed to exceeding the minimum legal requirements.
- Be committed to reviewing all existing policies within Network Rail to ensure they demonstrate equality, diversity and inclusion values.[5]

[3] Pyper D. (2014; updated 2015) The Public Sector Equality Duty and Equality Impact Assessments - Commons Library Standard Note

[4] Network Rail (2014): 'Equality, Diversity & Inclusion Policy and Framework'

1.4 Purpose of the scoping report

The purpose of this scoping report is to identify potential issues related to the closures and gather evidence on the potential impacts on people with different protected characteristics in order to make an assessment about which crossings require further consideration through a full DIA.

[5] Network Rail (2014): 'Equality, Diversity & Inclusion Policy and Framework'

2 Methodology

2.1 Introduction

A DIA is a systematic assessment of the likely or actual effects of policies or proposals on social groups with the following protected characteristics (as defined by the Equality Act 2010):[6]

- **Age**, including children aged under 16, younger people aged 16-24, and older people aged 65 and over
- **Disability**, including people with sensory impairments, mobility impairments, learning disabilities, mental wellbeing disabilities, and long term medical conditions
- **Gender reassignment**, including persons who are proposing to undergo, are undergoing, or have undergone gender reassignment
- **Marriage and civil partnership**, with a focus purely on discrimination on the basis of whether someone is married or in a civil partnership – single people are not covered by this characteristic;
- **Pregnancy and maternity**, including pregnant women and nursing mothers
- **Race and ethnicity**, including ethnic or national origins, colour or nationality
- **Religion or belief**, including all religion, faith or belief groups, including lack of belief
- **Sex**, including both women and men
- **Sexual orientation**, including heterosexuals, as well as lesbians, gay men and bisexual people

The DIA does this by:

- Reviewing whether one or more of these groups could experience disproportionate effects (over and above the effects likely to be experienced by the rest of the population) as a result of the policy of development being implemented. It includes looking at both positive and negative effects.
- Identifying opportunities to promote equality more effectively or to a greater extent.
- Developing ways in which any disproportionate negative impacts could be removed or mitigated to prevent any unlawful discrimination and minimise inequality of outcomes.

All projects which could fall into the following areas should be subject to equality analysis:

- Projects that affect service users, employees or the wider community, and therefore potentially have a significant effect in terms of equality.
- Major projects that significantly affect how functions are delivered in terms of equality.
- Projects which have a significant effect on how other organisations operate in terms of equality.
- Projects which relate to functions or previous projects that engagement has previously identified as being important to particular protected groups.
- Projects that could affect specific protected groups differently.
- Projects which are located in an area in which there are known inequalities.
- Projects located in areas in which there have been equality objectives set by a specific organisation.[7]

These criteria are used in this scoping exercise to inform the decision making process about which crossings will require a full DIA.

[6] ERDF (2012): 'ERDF Equality impact assessment guidance and forms'. See: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/89309/Cornwall_Equality_Impact_Assessment_Guidance.pdf

[7] Equality and Human Rights Commission (2011): 'Equality Analysis and the Equality Duty: A Guide for Public Authorities'

2.2 Our approach to DIA and equality analysis

Based on many years of undertaking equality and diversity analysis and assessments for our clients, Mott MacDonald has a well-developed and systematic approach to DIAs, captured in our IncluDE tool. Our approach to DIA is summarised in Figure 2.1 below, with more detail provided in subsequent sections.

Figure 2.1: Our approach – the Mott MacDonald IncluDE tool

2.3 Methodology for the scoping stage

Due to the early stage of development of the level crossing closure projects within the Strategy, the above approach has been applied at a high level and this scoping study therefore comprises the following tasks:

- A brief review of existing policy and strategy around equality in the UK, the transport system more generally and Network Rail's own equality policy. ***This allowed us to contextualise the proposals and the analysis and understand the policy objectives that need to be addressed.***

- High level desk research to explore relevant aspects of the proposals in relation to challenges faced by people with protected characteristics. This involved using secondary research from sources including the Department for Transport (DfT), the Department for Environment, Food & Rural Affairs (Defra), the House of Commons Transport Committee, and published equality literature. The main issues identified included level crossing safety, accessibility, rurality, and severance. ***This allowed us to understand the types of impacts likely to be felt by people with different protected characteristics.***

- High level socio-demographic mapping focussing on the population density of particular groups with protected characteristics to provide a spatial assessment of the study areas in terms of equality. The tool aggregates the population density of different groups to a one kilometre resolution grid, then colours each grid square based upon the values contained, creating a straightforward visual impact assessment. An analysis of the data was undertaken for each crossing under consideration, and a map was created for each county. ***This allowed us to understand the composition of the local population surrounding each level crossing and the extent to which equality and diversity was likely to be an issue in that area.***

Using the findings of the above tasks, the following Red-Amber-Green (R-A-G) rating is applied to each site:

Red: Further, detailed assessment required to proceed

- Red level crossings require a full DIA and include sites where the following apply:
  - An unequally accessible solution is proposed and where no other solutions are available (e.g. removing an accessible level crossing and diverting users to a less accessible crossing point).
  - An unequally accessible solution is proposed where other solutions are available (e.g. stepped footbridge which could be a ramped footbridge).
  - Proposed changes may result in community severance and/or pedestrian inaccessibility.

Action: Consider a full DIA evidence gathering process to support completion of the Network Rail pro forma.

Amber: Site can be closed as soon as infrastructure interventions have taken place

- Amber includes sites where the following conditions apply:
  - A diversion is achievable but would require significant off line highways or footway works to be accessible.
  - An accessible infrastructure solution is proposed.

Action: Complete Network Rail DIA pro forma based on available evidence

Green: Site can be closed immediately with minimal impact and intervention

- Green includes sites where the following conditions apply:
  - The site is already effectively closed or completely inaccessible.
  - Alternatives using already or easily established diversion routes which improves or maintains current accessibility and will only require new signposting.
  - Are being downgraded from public highway crossings to public footpath crossings.
  - Require minor infrastructure intervention prior to the closure of the level crossing. For example, require slight route improvements on proposed diversion routes, such as clearing pathways and ensuring the accessibility of footbridges / underpasses / crossing point along the new diversion route.

Action: Review, sign-off and no further DIA work required at this stage.

3 Scoping of at-risk groups

3.1 Introduction

This chapter identifies potential issues associated with level crossing closures and the groups likely to be affected by those issues; it is based on a review of relevant literature, level crossing details and user data provided by Network Rail, as well as an examination of the high level equality data for the area. Possible impacts and issues related to level crossings closures are identified and the relevant protected characteristics are identified under each issue heading.

3.1.1 User safety

Level crossings account for an estimated 9% of the total rail system safety risk[8] and account for half of all fatalities on the railways when suicides and trespasses are excluded.[9] In 2014 there were ten accidental deaths on level crossings including eight pedestrians and two people killed in vehicles hit by trains.[10] If a walking trip includes a level crossing, the fatality risk to a pedestrian is approximately double the risk of an average walking trip without a level crossing and overall there is around an 8% increase in the risk of a fatality during an average car journey that includes a level crossing, compared with one that does not.[11]

The safety issues associated with level crossings do not impact all users uniformly. Certain user groups are particularly vulnerable to level crossing hazards because they have more difficulty processing the speed of objects coming towards them. Research conducted on behalf of the House of Commons Transport Select Committee, showed that **children** perceived cars moving towards them at more than 20 mph as stationary.[12] **Older people** may also be vulnerable because their field of view can diminish over time; studies have suggested that this can be at a rate of between 1° and 3° per decade.[13]

In addition, research by University College London has shown that older pedestrians (aged 65 or over) walk more slowly than other pedestrian users (the mean walking speed achieved in controlled studies was 0.9 metres per second (m/s) in men and 0.8 m/s in women, compared to mean for the population as a whole of 1.2 m/s[14]), placing them at greater risk.

Similarly, **disabled people** may also be more at risk than those without a disability. Not only are crossing speeds likely to be slower for people with disabilities, but level crossings require users to cross a surface which may pose physical challenges due to its structure, gradient and exposure to the track. Pedestrians with sensory, physical or cognitive impairments may be less able to cross safely because of these

[8] Network Rail (unknown date): 'Level crossings risk reduction in CP5'

[9] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[10] RSSB (2014) 'Overview of safety performance for 2014' http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/SafetyPerformance-Overview-2014.pdf

[11] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[12] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[13] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[14] 1.2 meters per second is the speed assumed in the programming of pedestrian level crossings on the road network, and is generally taken to be the mean walking speed.

factors.[15] People with visual or hearing impairments can also have difficulties crossing safely due to not being able to pick up on the variety of visual and audible warning messages at level crossings. [16]

Other analysis of level crossing accidents data show that men are more commonly struck by trains at level crossings than females, and the risk of being struck by a train increases steadily with age for adult users. Male pedestrians dominate accidents at level crossings, associated with 70% of all train strikes. Given that males represent approximately 49% of the population as a whole (according to UK government statistics) this would suggest male pedestrians are more at risk at level crossings than female pedestrians.[17]

3.1.2 Accessibility

Where a level crossing is replaced by a bridge, underpass or diversion there is a potential effect on accessibility. Whilst some users can face difficulties when trying to cross level crossings due to design issues, accessibility challenges can also arise where a level crossing is replaced by a bridge or an underpass which does not fully accommodate the needs of all those using it.[18]

Certain protected characteristics groups, particularly disabled people and older people, are more likely to experience accessibility difficulties than the general population. Both footbridges and underpasses can act as barriers for those with mobility impairments, can confuse blind and partially sighted people, create additional distance for frail and elderly people to travel, and be a difficult gradient to manage for those in wheelchairs, people pushing prams or carrying heavy bags. [19]

3.1.3 Walking distances

Walking distances are an important consideration for people with certain protected characteristics, and schemes that can affect existing walking distances may result in disproportionate impacts on some groups – such as disabled people and older people. For example, Inclusive Mobility – a key document to support inclusive design of the pedestrian environment – found that of people with a disability who are able to walk, around 30% can walk no more than 50 metres without stopping or experiencing severe discomfort and a further 20% can only manage between 50 and 200 metres.[20] Similarly, older people are also more likely to have difficulties walking long distances than the general population.

[15] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

[16] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

[17] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

[18] Law Commission (2010): 'Level Crossings: Consultation Paper'.

[19] Accesscode (2009): 'External Environment Fact Sheet'.

[20] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

The study also found that disabled people tend to find standing to rest difficult and/or painful and therefore it is important for the provision of seated resting points where walking distances are increased for users.

3.1.4 Community severance

Level crossings provide a means of traversing the rail network and can act as an important point of access for the communities in which they are situated. The removal of level crossings therefore has the potential to cause issues related to community severance. Although there is not one agreed definition, community severance is generally understood to be comprised of three key dimensions:

- Physical barriers - such as the introduction of new or removal of existing infrastructure
- Psychological or perceived barriers - such as traffic noise or road safety fears
- Social barriers - such as the disruption of 'neighbourhood lifestyle' or inhibition of social interaction

The safety risks associated with existing level crossings could act as both a real and as a perceived barrier; however the removal of level crossings and the replacement with new infrastructure such as bridges and underpasses may potentially act as a physical barrier. There is recognition that some social groups are more vulnerable to the effects of community severance than others; including people with restricted mobility; older people and disabled people, and school children (younger people).[21] As identified above, older people are more at risk of social isolation which can be compounded by transport barriers. The effects of community severance also have a disproportionate effect on disabled people who also experience higher rates of social exclusion[22] and existing barriers to transport.

3.1.5 Rurality

The majority of the proposed level crossings closures are in rural areas. Rural areas are more likely to have problems associated with access to services, public transport and shops as they have a lower population density than urban areas and tend to be a greater distance away from key services. [23] Generally, people living in rural settlements have lower overall accessibility to key services compared with people living in urban settlements, and those people living in rural areas in a sparse setting usually have the lowest overall accessibility.[24]

Rural areas also have a higher proportion of older people; over 50% of the population in rural areas are aged 45 and above, compared with around 40% in urban areas.[25] Social isolation is a key concern for many groups in rural areas, but particularly for older people, and transport can be a key influencing factor - it is considered as a basic necessity of rural life.[26]

[21] Department for Transport (2005): 'Understanding Community Severance'

[22] Bristol City Council (2014): 'Social isolation and physical and sensory impairment'

[23] Department for Transport (2013): 'Valuing the social impacts of public transport'

[24] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

[25] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

[26] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

Transport barriers (for example, no longer having a private driving licence, inconvenient timetables of inaccessible bus stop locations[27]) can limit older residents' access to basic services, reduce social and civic participation, and pose critical challenges to engagement with health services.

3.2 Summary of impacts and scoped in groups

The table below summarises the findings of the desk-based review process, and the groups scoped in for further consideration within the context of the Anglia level crossings.

Table 3.1: Impacts and scoped groups summary table

Impact	Relevant protected characteristic	Potential impact identified
User safety	Disabled people	*Higher crossing risk than general population due to mobility issues*
	Age – older people	
	Age – younger people	*Higher crossing risk than general population due to difficulty judging speeds*
	Sex - males	*Higher crossing risk than general population*
Accessibility	Disabled people – those with mobility impairments	*Difficulty using non-accessibly designed level crossings, bridges and underpasses.* *Difficulty in using stepped, uneven, or otherwise inaccessible approaches.*
	Age - older people	
	Pregnancy / Maternity – people with pushchairs	
Walking distances	Disabled people – those with mobility impairments	*Difficulty walking longer distances*
	Age - older people	
Community severance	Disabled people	*Higher vulnerability to impacts of community severance than general population*
	Age – older people	
	Age –younger people	
Rurality	Age – older people	*More likely to experience social isolation and difficulty accessing services due to high proportions of older people in rural locations*

[27] Department for Environment Food and Rural Affairs (2013) '2013 Rural Ageing Research Summary Report of Findings'

4 Demographic profile of Anglia

4.1 Introduction

Using high level socio-demographic data, this chapter illustrates the density of people from a range of social groups along the railway route in each county. The maps below identify where equality challenges are most likely to arise as a result of the implementation of the Strategy. The maps show a combined data picture of the population density of the following sections of the population:

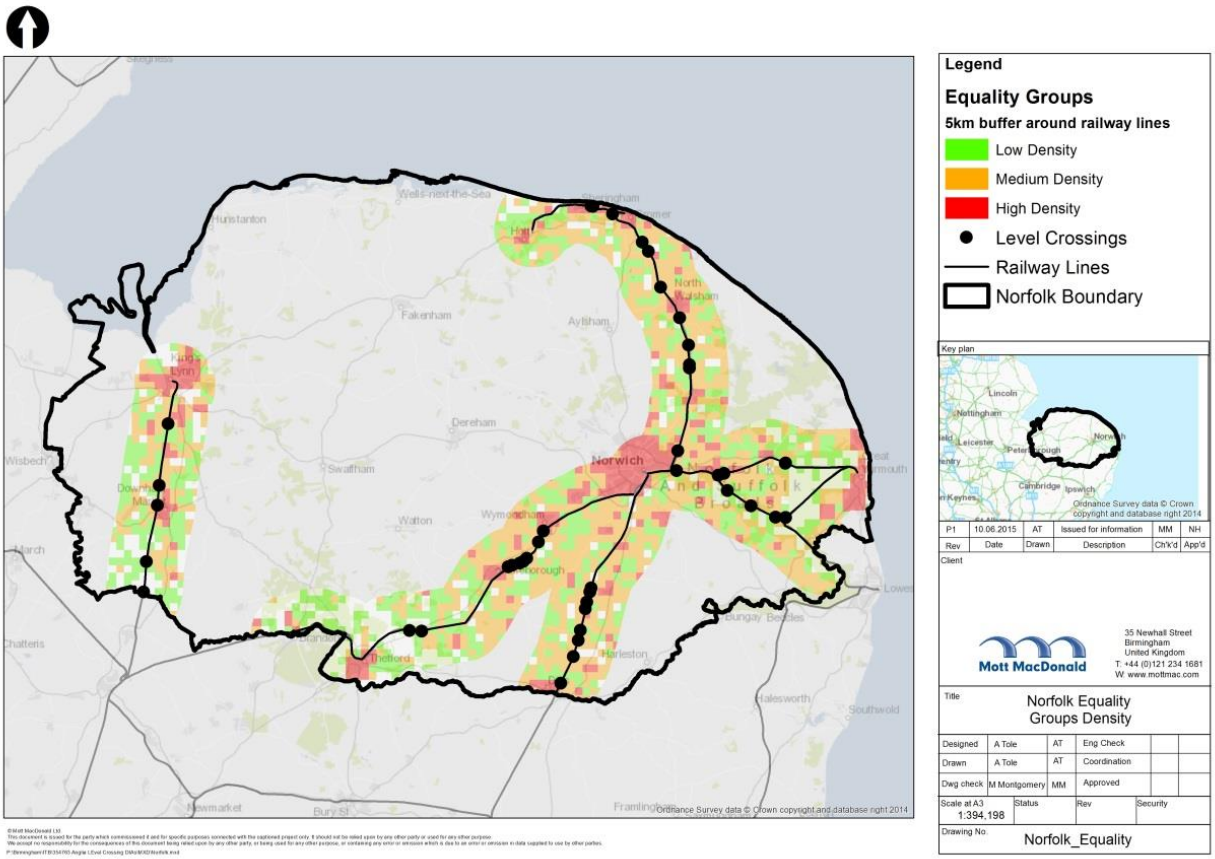
- Children (aged under 16)
- Younger people (aged 16-24)
- Older people (aged 65 and over)
- People living with a long term limiting illness
- People who have recently had a child (children aged under 1 year)
- People from Black Asian and Minority Ethnic (BAME) groups
- People from minority faith groups (Buddhist, Hindu, Jewish, Muslim, Sikh, other)

Level crossings considered for closure have been demarcated within the maps.

4.2 Norfolk

Figure 4.1 shows the density of the equality groups identified above within five kilometres of the level crossings in Norfolk.

Figure 4.1: Equality hotspot map for Norfolk

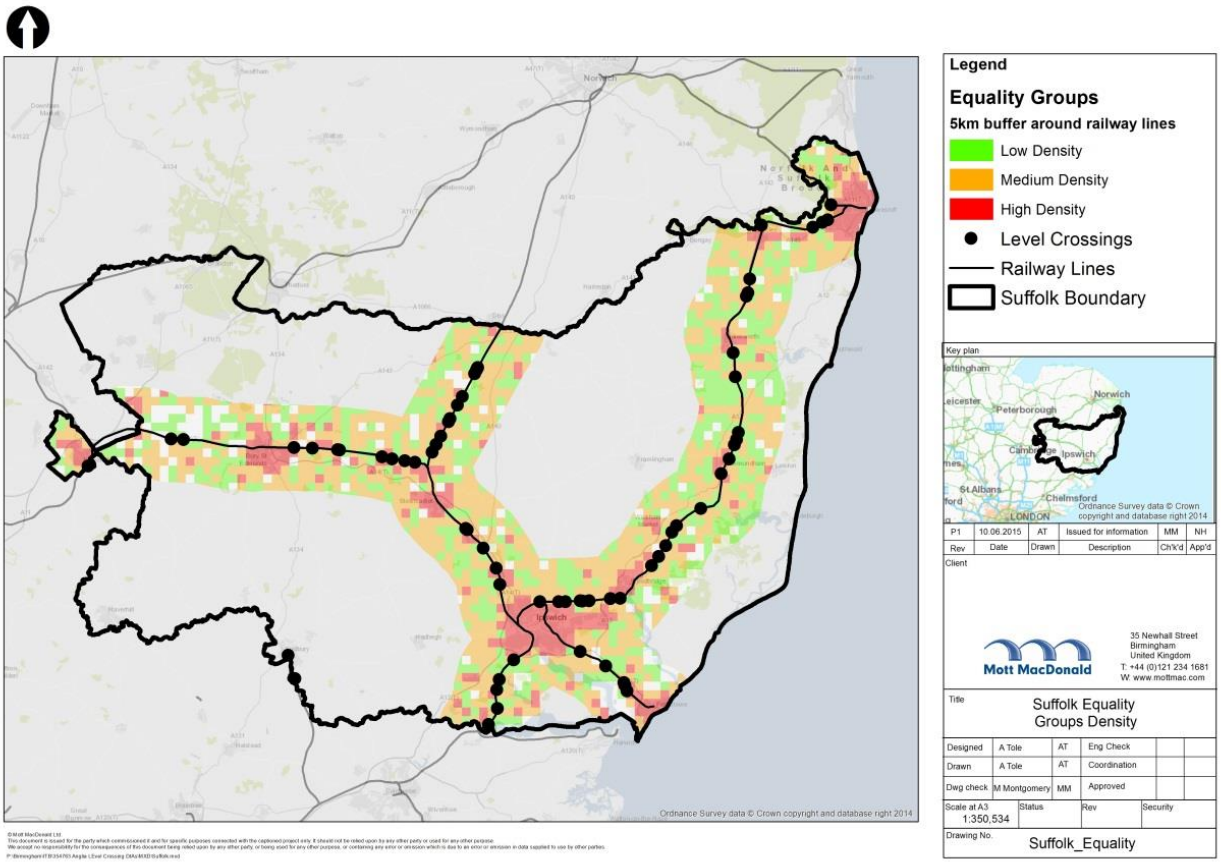


Level crossings set for closure in Norfolk are predominantly located in areas of medium equality population density, with others bordering low and high density areas. Chapter 5 provides more details for each level crossing and sets out the likely impacts changes to the level crossing may have on the surrounding community.

4.3 Suffolk

Figure 4.2 shows the density of the equality groups identified above within five kilometres of the level crossings in Suffolk.

Figure 4.2: Equality hotspot map for Suffolk

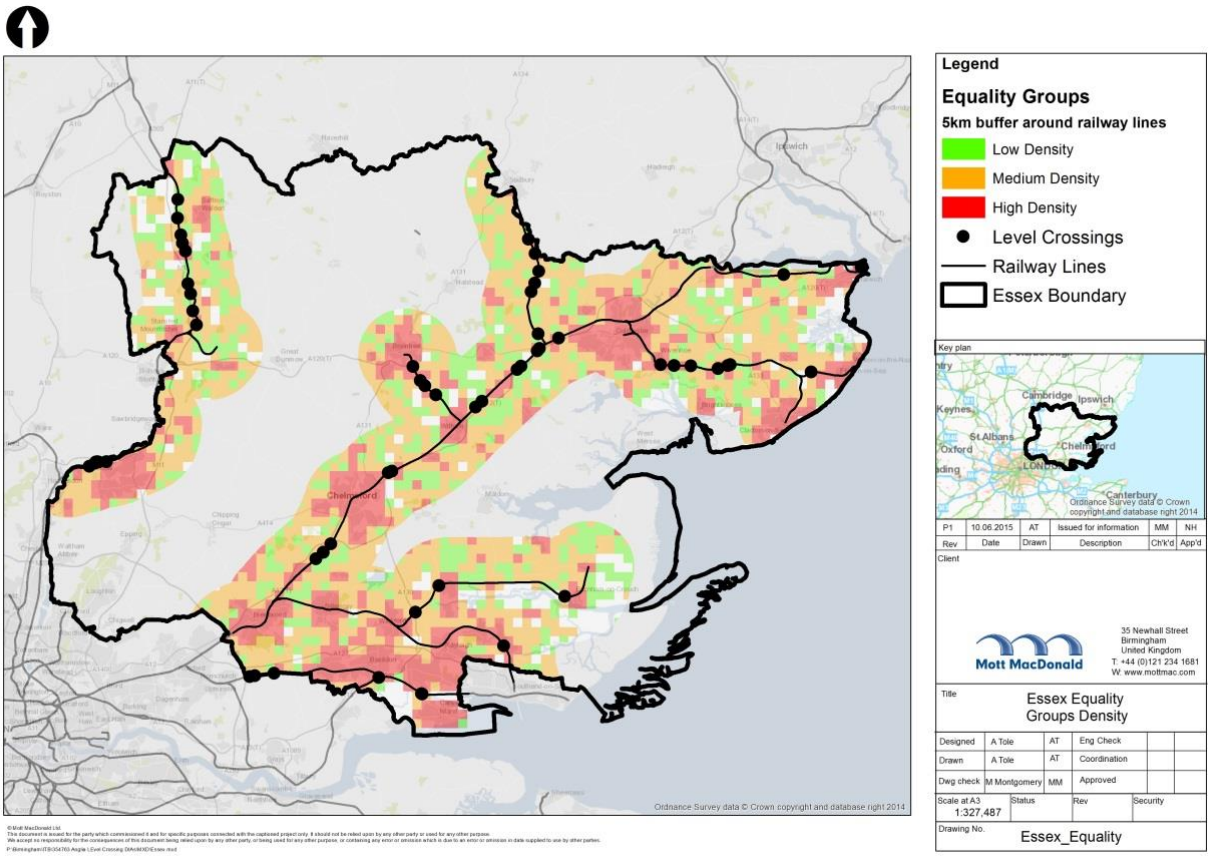


Beyond the Ipswich area, locations with a high density of equality groups are largely spread out. Level crossings set for closure are predominantly located in areas of medium equality population densities, with others bordering low and high density areas. Chapter 6 provides more details for each level crossing and sets out the likely impacts changes to the level crossing may have on the surrounding community.

4.4 Essex

Figure 4.3 shows the density of the equality groups identified above within five kilometres of the level crossings in Essex.

Figure 4.3: Equality hotspot map for Essex

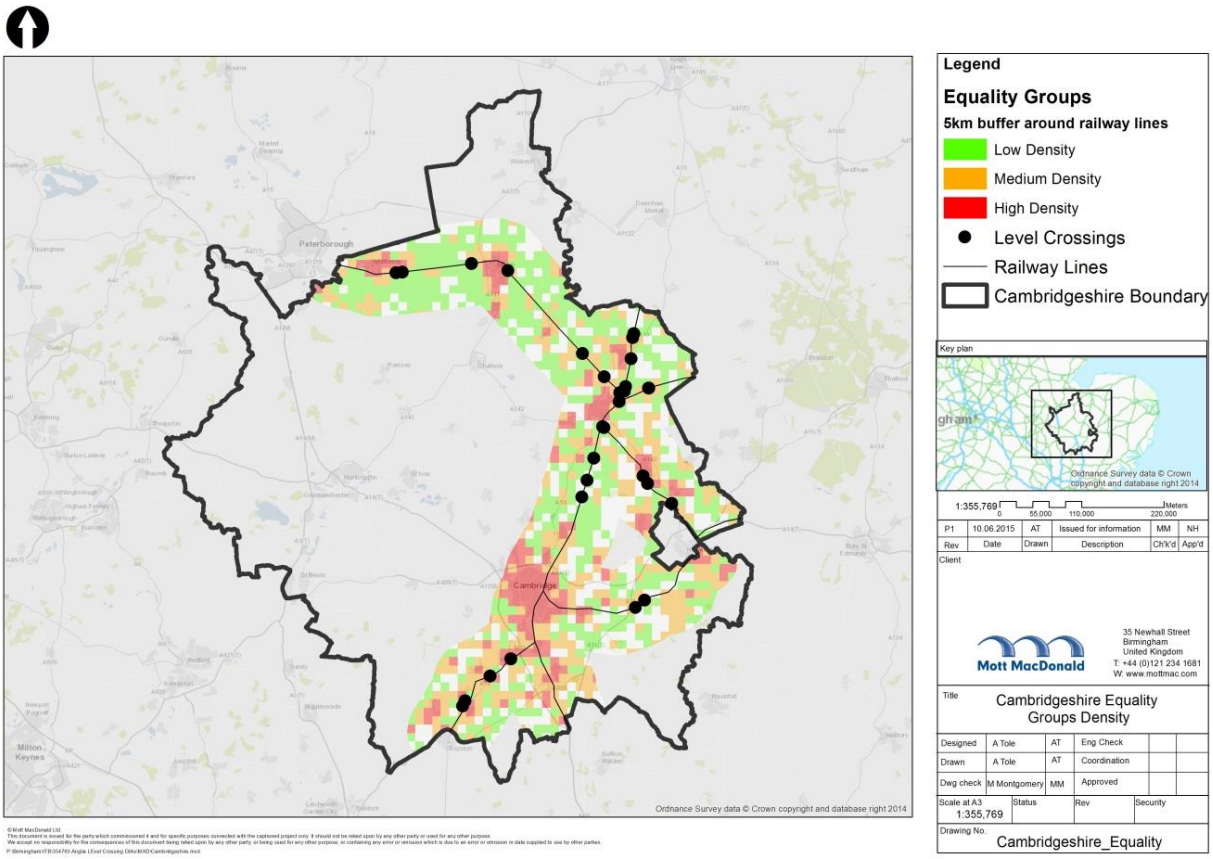


Large areas with high densities of equality groups are located along the railway line in Essex. Most level crossing within the Strategy are located in areas where failure to re-provide adequate alternative crossing infrastructure may result in disproportionate adverse impacts for some community groups. Chapter 7 provides more details of each level crossing and likely impacts changes to the level crossing may have on the surrounding community.

4.5 Cambridgeshire

The figure below shows the density of the equality groups identified above within five kilometres of the level crossings in Cambridgeshire.

Figure 4.4: Equality hotspot map for Cambridgeshire

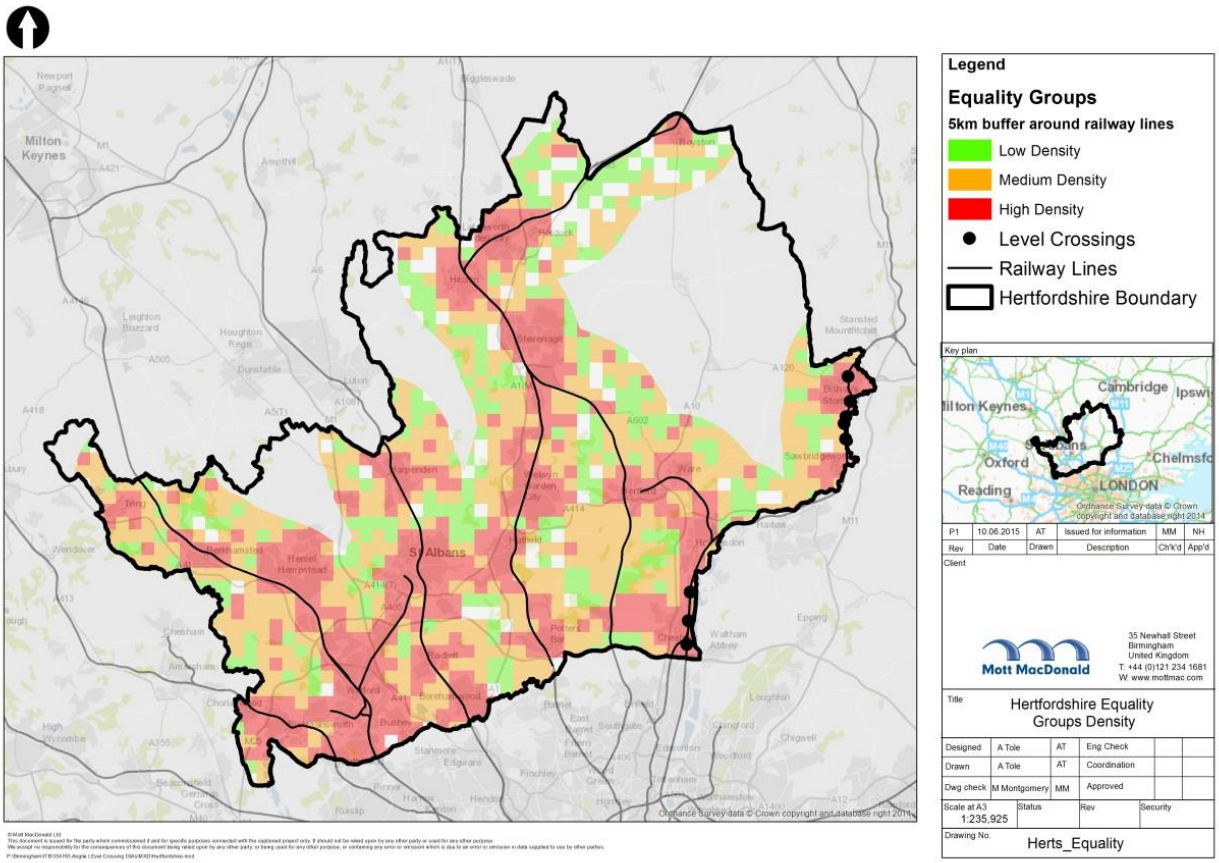


Cambridgeshire based level crossings are relatively evenly distributed within areas of a high, medium and low density of equality groups. Crossings located in the south and north of Cambridgeshire are most likely to have disproportionate adverse impacts on local communities if appropriate access over the railway line is not provided. Chapter 8 provides more details of each level crossing and likely impacts changes to the level crossing may have on the surrounding community.

4.6 Hertfordshire

The figure below shows the density of the equality groups identified above within five kilometres of the level crossings in Hertfordshire.

Figure 4.5: Equality hotspot map for Hertfordshire

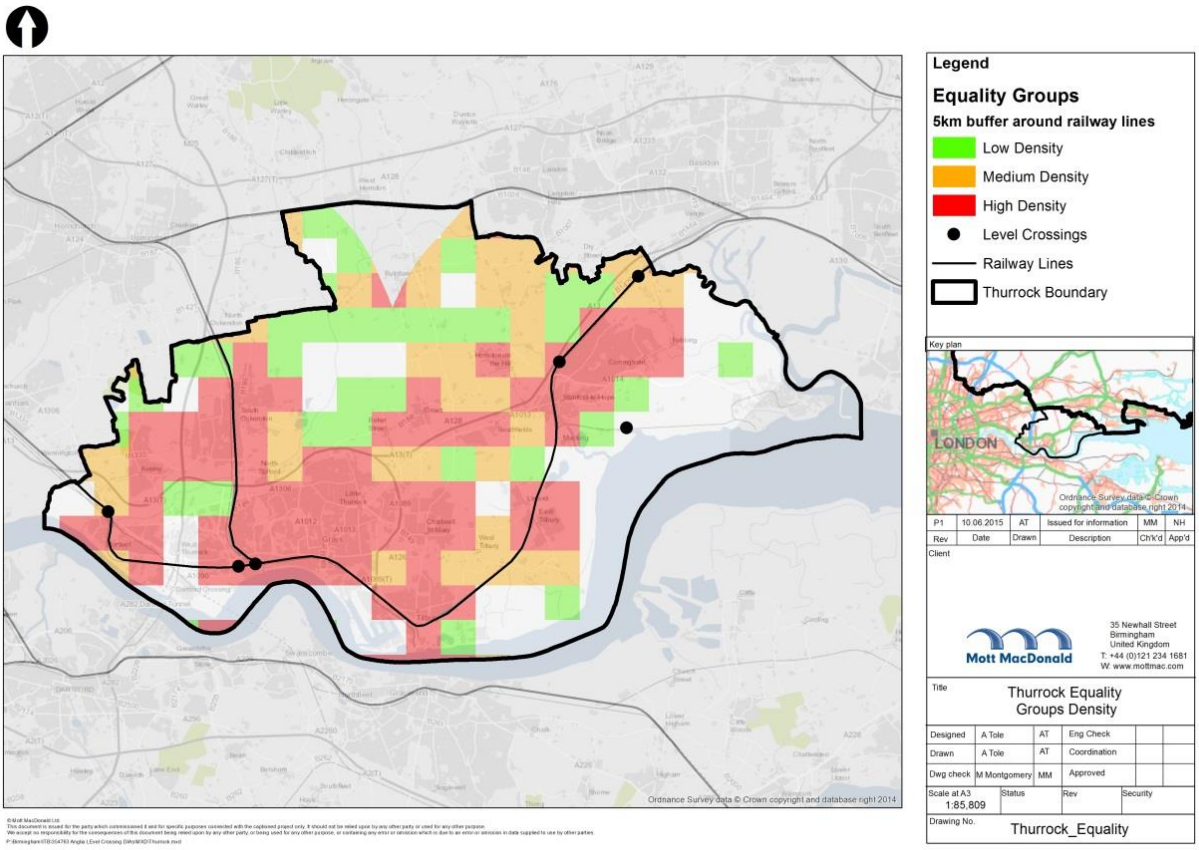


The map illustrates that the majority of level crossings in Hertfordshire lie in an area with a high density of equality groups. It is therefore likely that closure of these crossing, without appropriate re-provision, will result in disproportionate adverse impacts to equality groups in communities surrounding the crossing. Chapter 9 provides more details of each level crossing and likely impacts changes to the level crossing may have on the surrounding community.

4.7 Unitary Authority of Thurrock

Figure 4.6 shows the shows the density of the equality groups identified above within five kilometres of level crossings within the Unitary Authority of Thurrock.

Figure 4.6: Equality hotspot map for the Unitary Authority of Thurrock

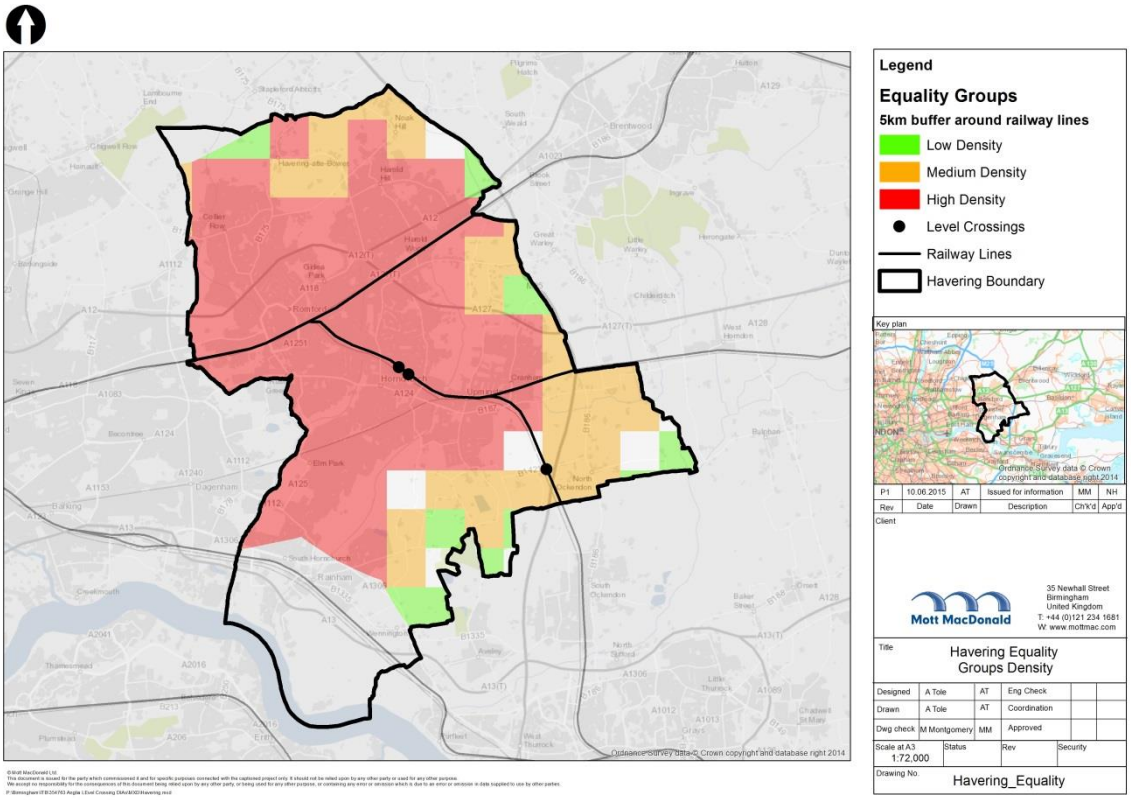


Level crossing identified for closure within the Unitary Authority of Thurrock predominantly lie within areas with a high or medium density of equality groups. It is therefore likely that disproportionate impacts will occur if extra measures are not considered at these sites. Chapter 10 provides more details of each level crossing and likely impacts changes to the level crossing may have on the surrounding community.

4.8 London Borough of Havering

Figure 4.7 shows the shows the density of the equality groups identified above within five kilometres of level crossings within the Unitary Authority of Thurrock.

Figure 4.7: Insert Figure Title here



The four level crossings identified for closure within the London Borough of Havering predominantly lie within areas with a high or medium density of equality groups. It is therefore likely that disproportionate impacts will occur if extra measures are not considered, especially for two sites in particular. Chapter 11 provides more details of each level crossing and likely impacts changes to the level crossing may have on the surrounding community.

5 Norfolk

5.1 Introduction

Level crossings within this county were not pursued past GRIP1 stage at this point and therefore no alternative solutions were assessed as part of this Revision D report.

The initial equality analysis for each Norfolk-based level crossing is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the rating described in section 2.3.

5.2 DIA scoping analysis

Table 5.1: DIA analysis for Norfolk based level crossings

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Barge Farm **Type:** Public footpath **Location**: 52.84123 1.357183	Barge Farm level crossing is used by an estimated 2 pedestrians and 17 trains (travelling at 60mph) each day. The overall risk rating for this crossing is D8 with sun glare and the potential for user misuse identified as key risk drivers at this site. Despite the risks at this site, there have been no reported accidents, near misses or cases of user misuse. Safety features at the crossing include three stiles and signage.	The approaches to the level crossing are along overgrown natural tracks which restrict access for those with mobility impairments. Accessibility is further restricted due to the presence of three stiles. Alternative access over the line is available via the fully accessible vehicular underpass at Pond Road, approximately 230m south-west of Barge Farm level crossing. There may be a safety issue on this route as the lack of pavement means pedestrians will have to walk partially in the carriageway.	This public footpath crossing provides pedestrian access between two areas of farmland in Antingham, Norfolk. This area has a medium density of equality groups within a 1km radius of the level crossing. As the crossing does not provide access to any local facilities, it is unlikely that community severance and/or disproportionate equality impacts will arise as a result of the closure.	The proposal for this site is to close the level crossing and divert potential users to the fully accessible vehicular underpass on Pond Road (approximately 230m south west) and to establish a footpath along the western edge of the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Beeston	Beeston Regis level crossing is currently used by an estimated 46	The approach to the vehicular gate is along a level, gravel road and does	The level crossing in its entirety consists of a gated vehicular	The proposal for this site is to close the level crossing and divert all users	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Regis **Type:** Public footpath & private user worked crossing **Location**: 52.939808 1.233381	pedestrian or cyclists a day, and approximately 34 trains, travelling at 20 mph, use this part of the network daily. In the twelve months period prior to November 2014, five incidences of misuse were recorded at the site. Due to the number of users, history of misuse and risks of sun glare for pedestrians, Beeston Regis level crossing has acquired a risk rating of C4. Safety features of the crossing include signage, manually operated wooden gates and a telephone for vehicle users.	not pose any restriction for any users. The approach to the pedestrian gates is along a grassy verge which is slightly sloped. This may limit accessibility for some users, such as people with pushchairs or in wheelchairs/mobility scooters. Individuals wishing to access the church in future will have to do so via a nearby underpass, which will result in increased walking distances for all pedestrian users. Furthermore, there is likely to be raised safety concerns due to the limited space available and shared use of the underpass with vehicles.	crossing point and an adjoining gated pedestrian crossing point. The level crossing provides access between the A149 Cromer Road situated to the south of the crossing and a number of community resources. Most notably, the crossing provides direct access to All Saints Church, and it is therefore likely that any disproportionate impacts of the level crossing closure will affect members of the congregation. The crossing also serves a camping and caravan park, providing access to the beach to the north. Beeston Hall School and Camp Beaumont are sited slightly further south of the A149 Cromer Road and a residential estate is located North-East of the crossing. This area has a relatively high density of equality groups within a 1km radius of the level crossing	to the vehicular underbridge accessing the caravan park, located approximately 50m west of Beeston Regis level crossing. Alternative access is also available via Cromer Road then on to Church Close, 350m east of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. As a result of restricted space in the underpass, safety benefits may be reduced by the need for pedestrians to walk in the carriageway when using this route.	
Name: Boundary Lane **Type:** Public footpath **Location**: 52.625139 1.371773	Boundary Lane level crossing is currently used by approximately 2 pedestrians per day and no incidents of misuse, near misses or accidents have been recorded at the site. An estimated 95 trains, travelling at speeds of 60 mph, use this part of the network daily, therefore the level crossing has acquired a risk rating of C8. In addition to the stiles, safety features of the level crossing include signage	The approach from the north stems from Boundary Lane, a single-vehicle gravel road which becomes a natural pedestrian footpath surrounded by overgrown vegetation for the remaining 100m up to the crossing. The crossing is currently inaccessible to users with mobility impairments, wheelchairs or pushchairs due to the presence of dense vegetation, a step on the northern side of the level crossing and crossing stiles. The railway line itself is on an elevated embankment; therefore all users wishing to access the level crossing must have the	Boundary Lane level crossing is a public footpath crossing located on the outskirts of Norwich. Within 1km radius, the area surrounding Boundary Lane level crossing has a high density of equality groups. The crossing provides pedestrian access between a business park and a few residential properties located to the north of the crossing, and industrial estates and the River Yare to the south. Notable community resources surrounding the crossing include	The proposal at this site is to close Boundary Lane level crossing and divert pedestrian users via a stepped footbridge along the A47 (140m East of Boundary Lane level crossing). The diversion route is not accessible for all users, given the presence of steps on the southern side of the bridge and the need to manage a steep embankment up to the A47 on the northern side. Alternative access over the line is also available via the vehicular underpass on Griffin Lane (440m to the West). Network Rail will explore, consult on and take all actions that are possible	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		ability to manage densely vegetated terraced steps which have been levelled off with stones.	a nursery school located with the business park. It is therefore likely that any disproportionate effects of the level crossing closure will impact parents working in the industrial estates who may make use of Busy Bees Nursery School in the north. Nevertheless, as the crossing is not heavily used, and due to the presence of alternative crossing points, closure of Boundary Lane level crossing is unlikely to result in community severance impacts at this site.	to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Bridleway 63A **Type:** Public bridleway **Location**: 52.704226 0.393036	There is no census data available for this level crossing, however due to its isolated location it can be assumed that it has received low use. No risk factor information has been provided for this site.	Due to infrequent use, there are no defined paths to the level crossing. To the east, there are farming fields, and to the west there is dense woodland. It would not be a useable route for users with mobility or visual impairments, nor parents with pushchairs or young children.	The level crossing is a public bridleway located in rural Norfolk. The crossing is completely surrounded by agricultural fields, and is only accessible via a woodland path on either side. The crossing does not lead to any residential housing or amenities; therefore it is unlikely that community severance impacts will occur as a result of the closure. The area surrounding Bridleway 63A level crossing has a low density of equality groups within a 1km radius of the crossing.	The proposal for this site is to close and extinguish the level crossing and bridleway. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Broad Road **Type:** Public footpath & public highway **Location**: 52.771586	Broad Road level crossing is infrequently used by vehicles, and currently used by approximately 27 pedestrians and/or cyclists per day. Additionally, an average of 38 trains, with line speeds of 75mph use this part of the network daily. The risk ratings for this crossing are divided in two, one for the pedestrian crossing and one for the	The approach leading to the crossing, from both directions, is accessible to all users as it is along a flat narrow road; however, the road itself is shared by pedestrians and vehicles with no designated footpath for pedestrian users. This could potentially cause a health and safety hazard for certain users such as those with restricted mobility and	This crossing is both a public highway (road open to all users) level crossing located on the outskirts of Frankfort, Norfolk. It provides separate pedestrian and vehicular access point between agricultural land on both sides of the railway and has one residential property adjacent the crossing. Several other	The proposal to downgrade Broad Road level crossing to just a public bridleway crossing is unlikely to cause any disproportionate adverse impacts – particularly given the limited use of the crossing by vehicles. As mentioned previously, a fully accessible alternative route over the railway line is available (for all users) in the form of a vehicular underbridge,	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
1.405844	vehicle crossing. Due to the large number of users, risks of sun glare and user misuses, the pedestrian crossing is rated as D5 for risk, while the vehicle crossing is rated as B8. Safety features of the crossing include signage, gates and a telephone for vehicle users. No incidents have been recorded at the site.	pushchair users. The crossing itself has very good accessibility as it is modern with tarmacked surfaces, tactile paving and lightweight manually operated gates. The approach to the crossing is slightly sloped which may cause difficulty for some users, such as those with mobility impairments and pushchair users.	properties are located further east and west of the level crossing. This area has a relatively high density of equality groups within a 1km radius of the level crossing. As the crossing does not provide any access to local amenities, it is unlikely that community severance and/or disproportionate equality impacts will arise as a result of the closure. Moreover, alternative access across the line is available via a vehicular underpass located approximately 350m south of Broad Road level crossing.	350m south of Broad Road level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Church Dam **Type:** Public footpath & public highway **Location**: 52.563754 1.577176	Church Dam level crossing is used by approximately 20 vehicles and 22 pedestrian or cycle users each day. An estimated 8 trains, travelling at 60mph, use this part of the network daily, therefore the vehicular crossing has acquired a risk rating of C4 while the pedestrian crossing is rated E8. Key risk drivers identified at the crossing are the infrequent trains, large numbers of users, low sighting time, sun glare and potential user misuses. Both crossing points have signage and gates, and the vehicle crossing also has a telephone for drivers to arrange a safe time to cross the line. To date, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing generally good, with level tarmac and gravel roads, which does not pose any restriction for any users. Moreover, there are no stiles or steps that reduce access to people with limited mobility or parents with pushchairs. There are alternative routes to access facilities located on either side of the railway line, via Mill Road and other roads further afield, however this will result in an increased walking distance / journey length of approximately 2.5km should the level crossing be permanently closed. This is likely to heavily impact those elderly people and people with disabilities who may struggle to accommodate the additional walking distance.	This crossing is a public highway and a public footpath crossing, with separate gates for vehicles and pedestrian users. The crossing connects a small residential area in the north, with agricultural land to the south. It additionally provides an alternative route into the town of Reedham for the properties sited to the north of the line. Several local facilities which may be required by persons with protected characteristics are located in close proximity to the level crossing, including St John the Baptist church, Pettitts Animal Adventure Park and a nursing home. Consequently, Within a 1km radius, the area surrounding Church Dam level crossing has a relatively high density of equality groups.	The proposed solution to Church Dam level crossing is to downgrade the level crossing to a bridleway crossing. Alternative vehicular and pedestrian routes are available via Mill Road, a fully paved road bridge over the line located 480m west of Church Dam level crossing. The maintenance of pedestrian access will not have any impacts on equality groups. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name:	It is estimated that each day	The level crossing is currently	This crossing is a public footpath	The proposal for this site is to close	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Church Lane **Type:** Public footpath **Location**: 52.619157 1.462899	approximately 36 trains, travelling at speeds of up to 60mph, use this part of the network. Data suggests that the crossing is used very infrequently, which could be due to the current inaccessibility of the crossing. Key risk drivers at this crossing include risk of sun glare and a history of user misuse, therefore Church Lane level crossing has been given a risk rating of D11. Since November 2011 there has been one reported incident of misuse at the site. There have been no reported accidents or near misses at this site.	inaccessible to pedestrians with mobility impairments (including parents with pushchairs) due to the condition of the approaches, the presence of a stile on one side of the track and the presence of steps on the other. The approach to the level crossing, on both sides, is along a rudimentary track which goes through the adjacent fields. As the field on one side of the track is on higher ground, all users wishing to access the level crossing have to walk down a stepped, overgrown, track along the embankment.	crossing situated north-west of the village of Strumpshaw in Norfolk. The crossing is completely surrounded by fields and provides a pedestrian shortcut between a farm on Cuckoo Lane in the north-west and Long Lane in the village of Strumpshaw in the south-east. Church Lane level crossing is located roughly 380m east of a vehicular overbridge on Cuckoo Lane – an overbridge which is more accessible than the level crossing. Consequently, closure of the level crossing is more likely to result in increased walking distances for pedestrians, rather than have any community severance effects. This area has a relatively low density of equality groups within a 1km radius of the level crossing.	the level crossing and divert all users to a pedestrian footbridge located 180m east of Church Lane level crossing – this will need to be cleared to ensure accessibility. This will maintain the current accessibility over the line. Additionally a level, fully accessible alternative route over the railway line is available in the form of the Cuckoo Lane vehicular overbridge, 380m east of Church Lane level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Church Road **Type:** Public footpath & public highway **Location**: 52.57936 1.51163	Although there is conflicting data from the census information supplied, the pedestrian crossing at the Church Road level crossing appears to be regularly used by pedestrians and cyclists each day, while the vehicle crossing is not used. This site has been given two separate safety ratings, one for the vehicle crossing and one for the pedestrian crossing. The vehicle crossing has a risk rating of C6 and the pedestrian crossing is rated D5. Approximately 58 trains, travelling at speeds of up to 60mph, use this part of the network each day. Key	The accessibility of this crossing is good with level, paved surfaces that allows wheelchair users and those with limited mobility to cross. The pedestrian gates are also wide enough to accommodate wheelchairs, mobility scooters and pushchairs. The alternative crossing at Station Road is similarly accessible but has a larger paved section that will allow for greater, safer accessibility for all users.	This crossing is a public footpath and public highway level crossing with separate gates for vehicles and pedestrians. The crossing serves the village of Cantley, Norfolk where it provides one of two access routes between a small area of housing south of the railway line and the village of Cantley to the north. It also provides access to the railway platform at Cantley station. This area has a relatively high density of equality groups within a 1km radius of the level crossing. The impact of any	The proposal for this site is to downgrade Church Road level crossing to a solely public footpath crossing. Given that pedestrian access will be maintained, and alternative routes across the line are available in close proximity, no disproportionate equality impacts are envisaged at the site. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	risk factors at the site include the potentially large number of users, sun glare, frequent trains, insufficient sighting time for vehicles and the close proximity of the crossing to the station. Nevertheless, there have been no reported accidents, near misses or incidents of misuse at this site. Safety features at the sight include gates, signage and telephones for vehicle users.		potential closure of this crossing is however mitigated by the close proximity of the more established vehicle and pedestrian crossing at Station Road, less than 200m east of the Church Road level crossing. It is therefore unlikely that community severance impacts will arise as a result of the proposed changes to Church Road level crossing.	at level crossings than other groups in society.	
Name: Drove Road **Type:** Public footpath **Location**: 52.449432 0.867568	Drove Road level crossing is infrequently used and approximately 70 trains travelling at 90 mph use this part of the network daily. No incidents have been recorded at the site, but the frequency of trains poses a key risk factor. As such, the crossing has a risk rating of C10. Safety protection at the level crossing includes signage and whistle boards.	Site photographs show that there is no formal footpath leading to the crossing - the route leading to the crossing is grass on both sides. The crossing itself is partly boarded over the tracks with gravel on either side of the tracks. Site photographs show that there are pedestrian gates, on both sides of the crossing, are narrow and may restrict access for some users, such as people in wheelchairs.	Drove Road level crossing is a public footpath crossing in Roudham and Larling, Norfolk. This area has a very low density of equality groups within a 1km radius of the level crossing. The level crossing provides pedestrian access between a farmhouse and farmland in the north and the village of Roudham in the south. It is surrounded by farmland and cut off by the A11 and therefore does not provide access to any local facilities to the north. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal for this site is to close the level crossing and divert users to an alternative level crossing located 200m east of Drove Road level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: East Runton **Type:** Public footpath **Location**: 52.929962 1.270313	East Runton level crossing is infrequently used by pedestrians and sees approximately 37 trains, travelling at 30mph, each day. Safety features of the crossing include manually operated gates, signage and whistle boards. It should be noted that the gate on the western side of the track is approximately 25m away from the track, leaving a small field between the gate and the exposed track.	The level crossing is not restrictive to users with limited mobility and the crossing gates are easy to navigate. However, the western approach, despite being level, is via a narrow, unpaved path which may be inaccessible to users in wheelchairs/mobility scooters. The eastern approach to the crossing is along a dirt track which runs along the edge of the cultivated fields. Again, this approach may limit	The area of East Runton has a relatively high proportion of equality groups within a 1km radius of this level crossing. The level crossing itself connects a residential area of East Runton, in the west, with agricultural fields in the east. A caravan site and the town of Cromer are located further east, beyond the fields. Alternative access across the railway line is available via a	The proposal for this site is to close the level crossing and divert users to the underpass via a new footpath along the edge of the railway. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	This could pose a hazard for people with visual impairments who may not be aware of the unusual set up of this crossing. Moreover, the lack of an additional safety barrier (e.g. fencing) between the between the small field and the railway line poses a serious risk to children who may be attracted to play in this area. Key risk factors at the site include user misuse and sun glare, as such, East Runton level crossing has been given a risk rating of C7. Despite the potential for accidents, no accidents, near misses or user misuses have been recorded at this crossing in the year prior to or since the last assessment.	accessibility for those with mobility impairments (including parents with pushchairs).	vehicular underpass, approximately 260m south of the level crossing, as well as a vehicular overbridge on the outskirts of Cromer, roughly 870 east of East Runton level crossing. As there are alternative crossing points and given that the crossing does not provide access to any facilities of importance to specific equality groups, the closure of the level crossing will primarily result in longer walking distances for users, rather than have community severance impacts.	other groups in society.	
Name: Fairfields **Type:** Public footpath & private user worked crossing **Location**: 52.608553 0.367125	Approximately 57 trains, travelling at speeds of up to 75mph, use this part of the network daily. The overall risk rating at Fairfields level crossing is divided into two: one rating for the vehicle crossing and one for the pedestrian crossing. An estimated 6 vehicles and 18 pedestrians / cyclists use the crossing daily, as such the vehicle and pedestrian crossing points have been given a risk rating of B4 and D6 respectively. Key risk drivers at the site include the number of users, low sighting time, high frequency of trains and sun glare. Safety features at the site include gates and signage, and there is telephone for vehicle users to find a safe opportunity to cross the railway. No pedestrian accidents, near misses or incidents of misuse have been documented, however	The accessibility of this crossing is good. The approaches are along level roads and gates wide enough to accommodate all users, including people in wheelchairs and parents with pushchairs. There are no stiles or steps at this site and accordingly, the crossing poses no restriction to most users.	This crossing is a public footpath and a private user vehicle crossing with separate gates for pedestrian users and vehicles. In general, Fairfields level crossing provides access between industrial units, to the west of the track, and a large housing estate to the east. Moreover, the crossing currently provides the only vehicular access route to a water treatment plant located to the north east of the line – this would be inaccessible without should alternative access routes over the railway not be provided. Within a 1km radius, the area surrounding Fairfields level crossing has a high density of equality groups. Nevertheless, the crossing does not provide access to any community facilities which may be required by persons with protected	The proposal for Fairfields is to close and extinguish the level crossing. Alternative access across the line is available via a signal controlled vehicular level crossing located on Railway Road (approximately 555m south of Fairfields). The route via Railway Road is fully accessible as it is a level, paved road, providing a safer crossing point for all users, and provides access to the same areas as the Fairfields crossing. An access route for vehicles wishing to access the water treatment plant has also been proposed. This will go via the housing estate and needs to be in place prior to closing the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	one vehicular near miss has recorded since June 2013. There have been no reported vehicular accidents or incidents of user misuse at this site.		characteristics. Alternative routes over the railway line are available nearby, therefore it is unlikely that any community severance impacts will occur as a result of changes to the level crossing.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Gull Pit **Type:** Public footpath **Location**: 52.631905 0.371526	Gull Pit level crossing is infrequently used by pedestrians and an estimated 57 trains, travelling at 75mph, use this part of the network each day. The risk factor for this crossing is sun glare, therefore Gull Pit level crossing has acquired a risk rating of D10. No incidents have been recorded at the site. Safety protection at the level crossing consists of manually operated gates and signage.	The crossing is covered by wooden boards, creating a flat accessible surface. However the path on the west side of the crossing is steep and due to the natural terrain, it is unlikely to be easily accessible to people with mobility difficulties – particularly people in wheelchairs or mobility scooters. The approaches leading to the crossing, on both sides, is along grass paths and separated by manually operated gates which may present difficulties for some users.	Gull Pit level crossing is a public footpath crossing in Stow Bardolph, Norfolk. The level crossing provides access between the River Great Ouse relief channel to the west of the crossing and Gull Pit Drove to the east of the crossing. There is a residential house with a yard for vehicles on Gull Pit Drove. This area has a relatively high density of equality groups within a 1km radius of the level crossing, however the crossing does not provide access to any community facilities and it is unlikely that community severance impacts will arise as a result of the closure.	The proposed change at Gull Pit level crossing is to close the level crossing and establish a new footpath/restricted bridleway route along the eastern edge of the railway toward the level, fully accessible controlled vehicular crossing on The Causeway, 285m north of Gull Pit level crossing. As Gull Pit level crossing is not heavily used, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Hales **Type:** Public footpath **Location**: 52.442636 1.172649	Before the closure, the crossing was infrequently used by pedestrians or cyclists. It sees 90 trains daily, at speeds up to 100mph. Due to the infrequent public use, but high train numbers, the crossing has a risk rating of M13. For safety, there are warning signs close to the crossing on either side. There have been no reports of user misuse, near misses or accidents.	The approach to the crossing from the west is via agricultural land. The path is narrow and overgrown, with a crossing stile and steps to navigate, making it inaccessible for users with mobility issues or pushchairs. The crossing cannot be accessed from the east due to the presence of private property.	This crossing is a public footpath located on the north-eastern outskirts of Tivetshall Saint Margaret. It connects agricultural farmland on the west to private land on the east. There are a few houses in the immediate area, however no community amenities. The crossing is not the only route, as there is a public highway crossing 200m north east, which is heavily used. There is a relatively low density of people from equality groups living within 1km of the crossing, therefore adverse severance	The proposal is to extinguish the level crossing completely, and divert all users to the public highway crossing along the line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			impacts due to the closure is unlikely. For safety reasons, this crossing has already been closed.		
Name: Hallowing **Type:** Public footpath **Location**: 52.467791 1.183708	Approximately 90 trains, travelling at speeds of 100mph, use this part of the network daily. Due to the high frequency of trains and additional risks of sun glare, Hallowing level crossing has been given a risk rating of C8. Safety features of the crossing include stiles and signage and there have been no reported accidents, near misses or incidents of misuse at the site.	The approach to the level crossing, from both directions, is along natural tracks which run through the adjacent fields. Additionally, stiles are located on both sides of the crossing, restricting access for individuals with mobility impairments.	This crossing is a public footpath level crossing located in a rural area of Norwich. The crossing is surrounded by farmland and connects residential properties (located further west beyond the fields) with the central area of Great Moulton (located in excess of 300m east of the crossing). The area has a relatively high density of equality groups within a 1km radius of the level crossing. Two alternative routes over the line are available in the form of a vehicular overbridge on Carr Lane (370m north of the level crossing) and via a controlled vehicular level crossing on High Green (600m south of the level crossing). Nevertheless, the crossing does act as a pedestrian shortcut to community facilities in Great Moulton, such as the Post Office. It should be noted that only one person is estimated to use this crossing per day, therefore disproportionate negative impacts resulting from the closure are likely to be very limited.	The proposal for this site is to close and extinguish the level crossing. As two fully accessible alternative routes over the railway line are available, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Heath Farm **Type:** Public footpath & public highway	Approximately 38 trains, travelling at speeds of up to 75mph, use this stretch of line each day. The risk ratings for this crossing are given separately for the vehicle and pedestrian crossings. The vehicle crossing has a risk rating of M13,	The accessibility of the Heath Farm crossing is very good as it is a modern, level and paved crossing that has been recently renovated and made fit for purpose. This crossing allows users in wheelchairs, mobility scooters, those with limited	This crossing is both a public highway and public footpath crossing located near an electricity substation and the A149 in North Walsham, Norfolk. This area has a medium density of equality groups within a 1km	As Heath Farm level crossing is infrequently used by vehicles, the proposal to downgrade the crossing to a solely footpath level crossing is unlikely to result in community severance or result in any disproportionate equality impacts. It	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 52.804196 1.391303	the least risk rate possible, further making the point that this crossing is not used by vehicles and is therefore unlikely to present any particular risk when it is not being used. The pedestrian crossing is rated as B8 for overall risk with sun glare and user misuses identified as key risk drivers at this site. Both crossings have signage and gates as safety features, and the vehicle crossing has an additional telephone to ensure a safe crossing. Nevertheless, one incident of misuse and one near miss have been recorded at the vehicular crossing in the year prior to July 2014, with no incidents recorded thereafter. There have been no reported accidents, near misses or incidents of user misuse at the pedestrian crossing.	mobility or the visually impaired to use the crossing as safely and conveniently as possible. The presence of tactile paving supports use by visually impaired users. The approaches, on both sides of the line, are along tarmac roads which similarly pose no restriction for any users.	radius of the level crossing, however this crossing is infrequently used by both vehicles and pedestrians, suggesting that alternative routes over the railway provide sufficient access without this crossing. This crossing does provide access to the centre of the North Walsham, including the hospital to which closure of this closure of this crossing would add 2km onto the journey from the south west side of the line. It is apparent that this does not impact upon use of the crossing and that the alternative route via the B1150, where there is an underbridge at Norwich road which is evidently also popular even with people local to this crossing.	should be noted that alternative access across the line for vehicles is available via an underbridge 1.5km north of Heath Farm level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Legal and General **Type:** Public footpath **Location**: 52.381377 1.130381	An estimated two people use Legal and General level crossing per day. Additionally, 90 trains, travelling at speeds of 100mph, use this part of the network daily. Due to the high frequency of trains and risks of sun glare, the overall risk rating for this crossing is C7. In addition to stiles, the presence of signage is the only safety feature at the site. Despite the risks identified at this site, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is limited due to the uneven approaches through adjacent fields where the surface is made up of crops crushed into the ground by previous users. This uneven surface may cause challenges for users with limited mobility and wheelchair users from reaching the site. The crossing itself further features stiles and steps on both sides of the line which currently exclude access to people with mobility impairments and parents with pushchairs.	The Legal and General crossing is a public footpath level crossing that connects two areas of farmland near the town of Diss, Norfolk. This area has a low density of equality groups within a 1km radius of the level crossing. There are several community facilities in the area, such as schools and churches but this crossing is unlikely to provide access to them due its location away from the settlements at Diss. Survey data suggests that approximately two pedestrians use this crossing each day. It is for these reasons that the closure of this crossing would be unlikely to cause significant social harms or disadvantage	The proposal for this level crossing is to maintain the footpath on the eastern side of the crossing and divert all users to a pedestrian overbridge located 480m north-east of the crossing. This will maintain access for users who are currently able to use Legal and General level crossing and improve accessibility for those currently unable to manage the crossing stiles and steps. The footpath on the western side of Legal and General level crossing is to be extinguished, and Public Rights of Way status is to be awarded to the track leading to the overbridge from the west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			any groups or individuals.	negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Markhams **Type:** Public footpath **Location**: 52.598791 1.467946	Census data shows that the crossing is infrequently used by pedestrians. Approximately 57 trains cross this part of the network each day travelling at an average speed of 60mph. No incidents have been reported at this crossing. Sun glare is the only recorded risk factor and safety protection at the level crossing consists of stiles and signage only. As such, the crossing has a risk rating of D10.	The path to the south side of the crossing is a tarmac lane. The north side of the crossing is grassy with no formal path through the adjacent field. Site photographs show that there are stepped stiles on both sides of the level crossing. The level crossing itself lack level crossing furniture, therefore the crossing is considered to be inaccessible to people using wheelchairs or pushchairs and difficult to access for anyone with mobility difficulties	Markhams level crossing is a public footpath level crossing in Strumpshaw, Norfolk. The level crossing provides access between agricultural fields surrounding the crossing. The crossing can be used as a shortcut through to Stone Road on the north side of the crossing. On the south side of the crossing the agricultural field leads through to the River Yare approximately 600m south of the crossing. The crossing does not provide access to any community amenities. There are two alternative crossing points to the east and west of Markhams level crossing: Buckenham Station is located roughly 200m south east of the crossing, there is a vehicle crossing here which provides an alternative mode of access to the agricultural fields either side of the crossing. There is another vehicle crossing around 850m north-west of the current crossing. This area has a very low density of equality groups within a 1km radius of the level crossing. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal for Markhams level crossing is to close the level crossing and divert all users to the more accessible level crossing at Buckenham Station, 200m south east, which boasts separate vehicular and pedestrian crossing gates. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name:	No census data is available for this	The approach to the level crossing	The level crossing is a public	Due to the current inaccessibility and	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
No. 74 **Type:** Public footpath **Location**: 52.520559 1.038057	level crossing, however Rose Lane level crossing (600m west of No.74 level crossing) sees 51 trains travelling at speeds up to 90mph daily, and has a risk rating of D7. It can be inferred that No 74 level crossing sees similar statistics.	has been blocked by a locked gate on the north side, and there is no formal path from the southern side. Therefore the level crossing is completely inaccessible to all users.	footpath located in rural Norfolk, which has been blocked off permanently. To the north west of the crossing lies the small town of Besthorpe, and agricultural fields elsewhere. There are no residential houses or amenities to the south of the crossing, so it is unlikely that it was frequently used. Therefore it is also unlikely that community severance impacts occurred as a result of the closure. The area surrounding No 74 Level Crossing has a moderate density of equality groups within a 1km radius of the crossing.	unlikely use of No 74 level crossing, the proposal is to close and extinguish the level crossing. Negative impacts are unlikely to arise as a result of the closure, and Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: No. 78A **Type:** Public footpath **Location**: 52.52465 1.06136	There is no census data on the level crossing itself; however it is within 300m of Rose Farm crossing, which sees around 70 trains, travelling at speeds up to 90mph, daily. Due to train frequency, sun glare and low sighting times, Rose Farm level crossing has a risk rating of C10. Attributable to the proximity, it can be inferred that No. 78A level crossing sees similar statistics.	The approach to the level crossing does not have a defined path on either side. There is a steep embankment up to the railway line, with the ditches filled in with brambles and wild vegetation. Therefore this route is not accessible to any type of pedestrian or cyclist.	The level crossing is a public footpath located in rural Norfolk. The crossing is completely surrounded by agricultural fields, and there is no defined crossing. There are no residential housing or amenities within the immediate area, therefore it is unlikely that community severance impacts will occur as a result of the closure. The area surrounding No.78A level crossing has a low density of equality groups within a 1km radius of the crossing.	The proposal to close the level crossing and divert any users to a pedestrian underbridge (approximately 110m north-east of the level crossing) is unlikely to have any negative disproportionate impacts on equality groups. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: No. 80 **Type:** Public footpath **Location**: 52.529819	Census data shows that the crossing is infrequently used by pedestrians. Approximately 70 trains cross this part of the network each day, travelling at speeds of up to 90mph. The risk factors for this crossing include frequent trains and sun	The crossing is currently not accessible to users with mobility difficulties. Reaching the crossing requires stepping over stiles and walking down steps to the crossing itself. The agricultural fields beyond the crossing would not be suitable for wheelchair use. Site photographs	No.80 level crossing is a public footpath level crossing in Wymondham, Norfolk. The crossing provides access between agricultural fields on both sides; and does not provide access to any community facilities. There are alternative	The proposal for this site is to close and extinguish the level crossing and divert users to the vehicular overbridge at Top Common. Though the lack of pavement will mean pedestrians will have to make part of their journey along the carriageway, Network Rail will explore,	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
1.07536	glare. Nevertheless, no incidents have been reported at this crossing. Safety protection at the level crossing consists of signage only. The crossing has a risk rating of C10.	also show some minor flooding of the agricultural fields; it is likely that at certain times of the year heavy rainfall could make the fields impassable for many users.	crossing points approximately 580m south-west of the crossing via the level crossing on Slutshole Lane and around 450m north-east of the crossing via a vehicle bridge on Top Common. This area has a very low density of equality groups within a 1km radius of the level crossing. It is therefore unlikely that community severance impacts or disproportionate adverse equality effects will arise as a result of the closure.	consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Northrepps **Type:** Public footpath **Location**: 52.89511 1.325416	It is estimated that this crossing is used by two pedestrians a day, likely by recreational users or those seeking to reach the airfield. Approximately 37 trains, travelling at speeds of 55mph, use this part of the network daily. No accidents or near misses have been recorded, however two incidents of user misuse have been documented at the site since June 2013. Due to user misuse and risks of sun glare, Northrepps level crossing has an overall risk rating of D7. The presence of signage is noted as principal safety features.	The approach to the level crossing, on both sides, is along natural footpaths. The accessibility of this crossing is severely impacted by the uneven pathways and lack of ramped access to the crossing that would exclude wheelchair users and those with limited mobility from using the crossing	This crossing is a pedestrian level crossing that connects an area of farmland with an airfield named Northrepps International Airport in Northrepps, Norfolk. This area has no residents within a 1km radius of the level crossing. It is therefore unlikely that any community severance or disproportionate equality impacts will occur as a result of the closure.	The proposal for this site is to close and extinguish the level crossing and eastern approach to the crossing. The western approach to the level crossing will maintain its public footpath rights of way. All users will be diverted to an overbridge approximately 575m north-west of Northrepps level crossing, therefore removing pedestrian interaction with an active railway line. Though accessibility will not be greatly improved, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Old Court **Type:** Public footpath **Location**:	Old Court level crossing is currently infrequently used by pedestrians. Approximately 86 trains cross this part of the network each day travelling at speeds of 100mph. To date, no incidents have been	The east approach to the crossing is along a grass path through a field. On the other side of the crossing, the approach is an unmarked dirt path across a grass field. On both sides, users wishing to access the crossing need to manage stiles and steep	Old Court level crossing is a public footpath level crossing in Forncett, Norfolk. This area has a moderate density of equality groups within a 1km radius of the level	The proposed solution to the closure of the level crossing is to divert all users to a pedestrian underpass located approximately 210m south of Old Court level crossing. Network Rail will explore, consult on	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
52.491739 1.196318	recorded at the crossing, however key risk factors for this crossing are frequent trains and sun glare. Safety protection at this level crossing consists of signage only. As such, the crossing has a risk rating of C9.	gravelled steps. For this reason the crossing is deemed to be inaccessible for some users, such as people with pushchairs, wheelchairs/mobility scooters or other visual and mobility impairments.	crossing; however the crossing provides access between agricultural fields on both sides and does not provide access to any community facilities which may be required by persons with protected characteristics. It is therefore unlikely that community severance impacts will arise as a result of the closure.	and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Park Lane **Type:** Public footpath & Private vehicle user **Location**: 52.561318 1.109324	The risk rating of this site is divided into two, one for the pedestrian crossing and one for the vehicle crossing. The pedestrian crossing has a risk rating of C6, while the vehicle crossing has a risk rating of B4, suggesting a notable difference between the risks faced by different types of users at the same crossing point. The risk drivers highlighted at this site are the high frequency of trains and the glare from the sun reducing vision. Approximately 66 trains use this part of the network each day, travelling at speeds of up to 75mph. Despite the crossing being used by an estimated 4 vehicles and 4 pedestrians daily, two user misuses and one near miss have been reported on the vehicular crossing since October 2013. There have been no reported accidents on the vehicular crossing point and no accidents, near misses or incidents of user misuse at the pedestrian crossing. Safety features at the site include gates, whistle boards, signage and a telephone for vehicle users.	The accessibility of this site is generally good, with gates wide enough to accommodate most wheelchairs and mobility scooters. The ground surface is generally level, although not fully paved and prone in areas to puddles forming. The surface is largely comprised of stones that may cause difficulty for some users with limited mobility. There is a large gap between the gates each side of the line which could be more of a safety risk than a matter of accessibility but this may pose a risk to young children or those with limited mobility for whom the wide space and uneven ground could cause significant safety problems.	This crossing is a both a public footpath and private vehicle crossing connecting Strayground Lane north of the railway line to a lane off Park lane to the south, near the town of Wymondham, Norfolk. This crossing allows access from the southern side of the line to the B1172 and offers a shorter journey to the centre of Wymondham. This area has a high density of equality groups within a 1km radius of the level crossing. While there are no community facilities, homes or businesses that can be accessed solely via this crossing, there are several homes just south of the crossing. The residents of these homes would see a considerable rise in the time and distance they would have to travel to reach certain areas without this crossing. This may have an undue impact on residents, including potentially some members of equality groups. Nevertheless, as there are several alternative routes across the railway for both vehicles and pedestrians, it is unlikely that community severance impacts will occur as	The proposal for this site is to fully close the level crossing and divert pedestrians northwards, around the adjacent field, and back on to Park Lane, crossing the railway at Wymondham Station (750m north-east of Park Lane level crossing). Alternatively, there is a pedestrian underbridge approximately 800m south of the level crossing that would be more suitable for recreational walkers or cyclists. The accessibility of the alternate route for walkers or cyclists under the railway line to the south is limited by the access routes to this crossing being via uneven, unpaved fields that may restrict access to wheelchair users or those with limited mobility. The proposed route via the Station is accessible as it is a level path along the field and is fully paved from Park Lane onwards. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			a result of the level crossing closure.		
Name: Pleasants **Type:** Public footpath & public highway **Location**: 52.542686 0.342255	The risk ratings for this crossing are divided in two, one for the pedestrian crossing and one for the vehicle crossing. It is estimated that 14 vehicles and 2 pedestrian/cyclists use this crossing daily. In addition, 57 trains travelling at line speeds of 57mph use this part of the network daily. Given user misuses and gates being left open, the pedestrian crossing has a risk rating of D8, while the vehicle crossing is rated as B4. Two user misuses have been recorded at the vehicular crossing point since September 2013. No other incidents have been documented. Safety features of the crossing include signage, a telephone for vehicle users, miniature stop lights and gates.	The road leading to this crossing, from both sides, is an accessible wide tarmacked road. Pedestrians approaching the crossing from the north currently walk in in the carriageway and then onto a grass verge to access the pedestrian gate. The grass verge may restrict assess for some users given the terrain and potentially limited space to fully open the gate. It is also worth noting that the pedestrian gates, on both side of the track, are located on the right hand side of the vehicular gate. This means that non-motorised users must follow a diagonal trajectory to access their exiting gate. This may increase the length of time spent on the railway for people with mobility impairments such as disabled and older people, and may potentially result in wheels of pushchairs or wheelchairs/mobility scooters getting trapped in the grooves of the railway line.	This crossing is both a public highway and public footpath level crossing located in rural Norfolk. This area has a low density of equality groups within a 1km radius of the level crossing. The level crossing provides access between agricultural lands on both sides of the crossing and no community facilities are in the immediate vicinity. There is a farm house situated within 200 metres north of the crossing; however, this property is situated right next to Sledge Drove road which offers an alternative, albeit longer, access route to the controlled vehicular level crossing on Station Road. It is therefore unlikely that the closure of this crossing will result in community severance.	The proposal at the site is to downgrade the level crossing to an 'occupation only' level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Priory View / Whitehouse **Type:** Public footpath & Private vehicle user **Location**: 52.940214, 1.229343	The risk rating of this crossing is divided into two parts, one rating for the pedestrian crossing and one for the vehicle crossing. The pedestrian crossing is rated D4, while the vehicle crossing is rated D11. It should be highlighted that the vehicle crossing at this site is used very infrequently and that much of the approach road is unfit for most vehicles. An average of 17 trains using this line each day, travelling at speeds of up to 20mph. There have been no reported	The accessibility of this crossing is generally good from both directions, with the use of gates unrestrictive of wheelchair users and people with limited mobility. The occasionally uneven ground may reduce the accessibility of this site to certain such users however.	This crossing is a public footpath and private vehicle crossing next to the Beeston Regis holiday park in Norfolk. This area has a high density of equality groups within a 1km radius of the level crossing. The crossing provides user access between the A149 Cromer Road to the south and a housing estate on Nelson road, the holiday park and the All Saints church to the north of the line. The crossing is infrequently used by vehicles, however an	The proposal at the site is to fully close the level crossing and divert users via the vehicular underpass located 240m east of Priory View level crossing. This route is equally accessible with similar surfaces as that found at the level crossing, however there are some safety concerns caused the need for pedestrians to walk in the carriageway while using the narrow underpass. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	accidents, near misses or incidents of user misuse at this site, however risk factors include sun glare and the large number of users. Safety features at Priory View level crossing include gates, signage and miniature stop lights.		estimated 351 pedestrians / cyclists use Priory View level crossing daily. Closure of the level crossing without adequate re-provision of access across the line is therefore likely to have adverse effects on users, particularly those wishing to access community facilities of importance to equality groups located on either side of the crossing, e.g. the church and schools located nearby.	crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Randalls **Type:** Public footpath **Location**: 52.475653 1.187432	Randalls level crossing is currently infrequently used by pedestrians. Approximately 90 trains cross this part of the network each day travelling at speeds of 100mph. No incidents have been recorded at the crossing however key risk factors for this crossing are frequent trains and sun glare. Safety protection at this level crossing consists of signage only. As such the crossing has a risk rating of C9.	The approach to the crossing involves crossing a grass field with no marked path. The area immediately before the barriers to the crossing is slightly sloped and overgrown by brambles making the crossing difficult to access for all users. Accessing the crossing itself requires stepping over a stile and the use of five to ten steps. People using wheelchairs or pushchairs are unable to use the crossing. People with mobility difficulties are likely to find using the crossing challenging due to the stiles and steps however there is a railing to hold on to running alongside the fence and stairs.	Randalls level crossing is a public footpath level crossing in Great Moulton, Norfolk. The crossing provides access between agricultural fields to the east and west; and does not provide access to any community facilities. This area has no residential properties (and subsequently equality groups) within a 1km radius of the level crossing. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal for this site is to close the level crossing and divert all users to a pedestrian underpass located 120m north of Randalls level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Rose Farm **Type:** Public footpath **Location**: 52.526618 1.068442	An estimated 70 trains travelling at speeds of up to 90mph use this part of the network daily. Rose Farm level crossing is infrequently used by pedestrians however the frequency of trains, slow sighting times at the crossing and risks of sun glare give the crossing a risk rating of C10. Safety features at the site include signage and whistle boards. No near misses, incidents of misuse of	The approach from the east is along a tarmac road and is accessible to all users. The approach from the west is via a partially tarred footpath. The approaches, the wooden picket gates and crossing furniture do not pose any restriction for any users.	Rose Farm level crossing is a public footpath crossing located in the Besthorpe, Norfolk. Within a 1km radius, the area surrounding Rose Farm level crossing has a low density of equality groups. The crossing is completely surrounded by farmland, with a few farmhouses located nearby, and does not provide access to any local facilities which may be required	The proposal for this site is to divert pedestrian users to an underpass located 440m west of Rose Farm level crossing. The underpass is completely surrounded by agricultural land and the approaches would require users to be able to walk along uneven footpaths along these fields. This may restrict some users from traversing the line at this point. Nevertheless, as the level crossing is currently infrequently used by	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	accidents have been recorded at the crossing.		by persons with protected characteristics. It is therefore unlikely that the closure will result in any disproportionate impacts on equality groups.	pedestrians, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Rose Lane **Type:** Public footpath & public highway **Location**: 52.522623 1.046297	An estimated 4 pedestrians and 4 vehicles use the crossing daily. The risk rating for this site is divided into separate ratings for the vehicle and pedestrian crossings. The vehicle crossing is rated B5 while the pedestrian crossing is rated as D7. This difference is likely due to the risks that larger vehicles (such as those used in agriculture) face in getting stuck on the crest at the crossing, unable to move and blocking the line. The high frequency of trains is identified as the key risk driver at this site with around 51 trains using this line each day at speeds of up to 90mph. The safety features at this crossing are a telephone for vehicle users, gates, signage and whistle boards. There have been two incidents of user misuse at the vehicle crossing at this site in the year prior to the assessment in September 2014 with none since. There have been no other recorded accidents, near misses or incidents of user misuse at this site.	The accessibility of the Rose Lane crossing is good, with level surfaces that would allow most users to access the site. The gates for pedestrians appear wide enough to accommodate most wheelchairs and mobility scooters. The approach roads are paved and level so will similarly allow access to most users.	This crossing is a both a public highway and public footpath level crossing with separate gates for pedestrians and vehicles. It connects Rose Lane to the north with School Lane to the south. This area has a relatively high density of equality groups within a 1km radius of the level crossing. This crossing allows access to agricultural businesses and a couple of farmhouses to the north of the line and several properties and the All Saints church to the south. This may act as a key community facility to many and especially congregants for whom closure of this crossing would add unnecessary time and distance to their journey, among the congregants there is likely to be significant proportion of equality groups. It is therefore likely that some community severance impacts may occur if alternative access over the line is not provided.	The proposal for this site is to downgrade the level crossing to a private occupation vehicle crossing and a public bridleway crossing. As this maintains pedestrian access at this point, it is unlikely to have any disproportionate impacts on any equality groups. Moreover, an alternative vehicle crossing is available via a signal controlled level crossing with half barriers approximately 950m west of Rose Lane level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. There will however be no positive or negative impacts for pedestrian users. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Shadwell **Type:** Public highway **Location**: 52.450867 0.843787	Shadwell level crossing is infrequently used by pedestrians, and approximately 2 vehicles use this crossing each day. Approximately 70 trains cross this part of the network daily, travelling at speeds of 90mph. No incidents have been recorded at this crossing. The risk factors for the crossing are sun glare, low sighting time and frequent trains. Safety protection includes telephones provided for vehicle users, signage and gates. The crossing has a risk rating of B5.	The approach to the vehicle crossing is via a wide gravelled path, with tarmac at the level crossing itself. The path up to the crossing is at a slight gradient. There are manually operated wooden pedestrian gates on both sides of the crossing, which may restrict accessibility for some users.	Shadwell level crossing is a public highway user worked crossing in Bridgham, Norfolk. The crossing provides access between public footpaths to the north and south. The crossing is located in a rural area bordering the north end of Brettenham Heath National Nature Reserve. This area has a very low density of equality groups within a 1km radius of the level crossing. The A11 is located around 380m south of the crossing, Shadwell provides access to the vehicle track roads which leads to a crossing point on the A road. The crossing does not provide access to any community facilities; it is therefore unlikely that closing the crossing will have community severance impacts. It should, however, be noted that a residential property is sited immediately north of the crossing.	The proposal to downgrade Shadwell level crossing to a solely footpath crossing is unlikely to result in any disproportionate impacts (both positive and negative) on equality groups. The proposal further involves potentially diverting users to an underpass located less than 100m east of Shadwell level crossing – a vehicular path already exists linking the underpass to the current level crossing approaches. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Southrepps **Type:** Public footpath **Location**: 52.883853 1.336905	Approximately 2 pedestrians or cyclists used the crossing in one day, and an estimated 17 trains cross this part of the network daily travelling at speeds of 60mph. No incidents have been recorded at the crossing. Risk factors for this crossing are sun glare and potential user misuses. Safety protection at the site consists of signage only. The crossing has a risk rating of D8.	The bridleway which leads to the crossing is a narrow dirt path canopied by trees and overgrown with vegetation in some places. The agricultural fields on either side of the crossing are uneven and likely to be covered with mud during times of heavy rainfall, making the crossing difficult to access, particularly for those with mobility difficulties. There is a stile on the immediate approach to the crossing which is overgrown with vegetation, moreover no level crossing furniture is in place at the site. The crossing is therefore unsuitable for use by people with	Southrepps is a public footpath level crossing in Southrepps, Norfolk. The crossing provides agricultural fields to the east and west. This area has a very low density of equality groups within a 1km radius of the level crossing. There are a small number of residential houses 340m west of the crossing and around 450m to the east, beyond the agricultural fields, is one of the main roads into the village of Southrepps. The crossing does not provide access to any community	Given the two alternative routes across the railway line, the proposal to close and extinguish the level crossing is unlikely to have major disproportionate impacts on equality groups in the area. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		mobility difficulties.	facilities and there are alternative crossing points via a road bridge 500m to the north of the crossing and a road bridge on Thorpe Road 430m south of the crossing. It is therefore unlikely that any community severance impacts will arise as a result of closure of the crossing.		
Name: St. Michael's Way **Type:** Public footpath **Location**: 52.617384 1.4512	The overall risk rating for this site is D6 with the risks of sun glare and user misuses highlighted as key risk drivers. These risks are counteracted with the presence of signage warning users of the dangers and whistle boards to alert users to oncoming trains. There are approximately 36 trains, travelling at speeds of up to 60mph, using this section of the line each day. Despite the identified risks, there have been no reported accidents, near misses or incidents of user misuse at this site.	The approach to the level crossing is currently inaccessible to some users. The narrow, unpaved passageways, steep steps and stiles that must be navigated in order to access the crossing reduces the ability of many people with limited mobility and removes entirely the ability of wheelchair users to access the crossing. These features would also reduce the ability of people with pushchairs to access the crossing and the overgrown foliage and uneven pathways may reduce the ability of people with visual impairments to use the crossing safely. The alternative route via the underbridge on Strumpshaw Road, in contrast, is highly accessible as it is a fully paved and standardised pavement on the side of a road that many users will be comfortable using. While there is a slight incline in this road to account for the need to run under the railway line, this is not unlike an incline that many people will come across regularly elsewhere so will likely be more able to navigate them safely.	This is a public footpath crossing which connects two housing estates in the Brundall area of Norfolk. The housing estate to the north of the line is much larger than that to the south which only contains several houses. Within a 1km radius, the area surrounding St Michael's Way level crossing has a high density of equality groups. However, the crossing does not provide access to any community facilities which may be required by persons with protected characteristics. Survey data shows that approximately eight people use this crossing each day, suggesting that closure of this level crossing is unlikely to result in any community severance and/or disproportionate equality impacts. Moreover, an alternative route across the railway is available via a vehicular underbridge on Strumpshaw Road; approximately 130m west of the St. Michael's Way crossing. This route is an established tarmac road with a pavement, and the key access route for users	A fully accessible alternative route over the railway line is available 130m west of the level crossing, therefore the proposal for this site is to close and extinguish the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			wishing to cross the line.		
Name: Suton **Type:** Public footpath **Location**: 52.548381 1.098725	Suton level crossing is currently infrequently used. Approximately 70 trains cross this part of the network each day travelling at speeds of 75mph. No incidents have been recorded at the crossing, but key risk factors for this crossing are frequent trains and user misuses. As such, the crossing has a risk rating of C10. Safety protection at this level crossing consists of signage only.	Pedestrians using Suton level crossing have to step over a stile which is overgrown with vegetation. The crossing itself is flat and covered with gravel, however because of the need to step over a stile the crossing is inaccessible to those using wheelchairs or pushchairs. The crossing is likely to be difficult to access for anyone with mobility difficulties due to the need to step over a stile, particularly in winter months when the stile steps become wet or frozen over due to weather conditions.	Suton level crossing is a public footpath level crossing in Wymondham, Norfolk. The crossing provides access between agricultural fields to the east and Wymondham Road to the west. The agricultural fields to the east lead toward the A11 which is not accessible by foot. This area has a very low density of equality groups within a 1km radius of the level crossing. There are no community facilities in the area, it is therefore likely that the crossing is only used to access an area for recreational walking. Approximately 60m south of Suton public footpath level crossing is an alternative crossing point at Wymondham Road, a controlled vehicular level crossing. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal to close the level crossing and divert all users to the controlled vehicular level crossing is unlikely to have any adverse impacts on equality groups. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Symonds **Type:** Public footpath **Location**: 52.412256 1.156447	Symonds level crossing is currently infrequently used by pedestrians. Approximately 90 trains cross this part of the network each day travelling at speeds of 50-100mph. No incidents have been recorded at the crossing, but key risk factors include low sighting time, sun glare and frequent trains. Safety protection at this level crossing consists of signage only. As such, the crossing has a risk rating of C10.	The approach to the crossing involves crossing a field with no formal paths to the site. Wheelchair users are unlikely to be able to use the crossing due to the uneven ground. The western approach to the crossing has been fenced off and there are 3 steps on the eastern side. Therefore the approach and crossing itself are inaccessible to most users, particularly those with mobility difficulties.	Symonds level crossing is a public footpath level crossing in South Norfolk. The crossing provides access to agricultural fields to the east and west. This area has a medium density of equality groups within a 1km radius of the level crossing. However, there are no community facilities in the area. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal for this site is to close and extinguish the level crossing and divert all users to a pedestrian bridge located approximately 400m south of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name:	Approximately 37 trains per day	This crossing has poor accessibility	This is a private footpath	The proposal for this site is to fully	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Thorpe End **Type:** Public footpath **Location**: 52.648141 1.375908	use this part of the network daily, travelling at speeds of up to 75mph. The overall risk rating of this crossing is D5 with the large number of users, the risk of sun glare and the potential for user misuse cited as the key risk drivers at this site. There is however, signage to warn users of the risks they face at this site. Despite the risks, there have been no reported accidents, near misses or incidents of user misuse at this crossing.	owing to the stiles and uneven ground which effectively excludes wheelchair users and many people with limited mobility. The alternative crossing points are both paved and largely level which will better allow wheelchair users and people with limited mobility to cross the line safely.	crossing located in Thorpe End, Norfolk and is used by approximately 27 pedestrians / cyclists per day. This area has a high density of equality groups within a 1km radius of the level crossing. Whilst this crossing is used regularly, the crossing does not provide access to any community facilities which may be required by persons with protected characteristics. A large residential estate is located 100m west of the crossing. To the east of the crossing is farmland, with more residential properties located beyond that. As there are alternative routes of crossing the railway, without using the unpaved and uneven pathways along the edge of the fields, it is unlikely that community severance impacts will occur as a result of the changes to Thorpe End level crossing.	close the level crossing. Two alternative routes are available via a signal controlled level crossing at Plumstead Road, approximately 500m north of Thorpe End level crossing, or via the road bridge at Middle Road, approximately 480m south. Either of these alternatives provides a safer and more accessible route than this crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Tunstall Dyke East **Type:** Public footpath **Location**: 52.627644 1.582548	Tunstall Dyke East is infrequently used by pedestrians. Approximately 39 trains cross this part of the network each day travelling at speeds of 60mph. No incidents have been recorded at this crossing, but key risk factors for the crossing are sun glare and potential user misuses. Safety protection consists of signage only. As such, the crossing has a risk rating of C9.	Access to the crossing is through agricultural fields on both sides, there is no formal path to the crossing. Entrance to the crossing is via a manually operated wooden gate, the short path from the gate to the crossing is at a very steep gradient and there are two steps at the top separating the path from the railway. Access to the crossing is therefore likely to be difficult for anyone with mobility impairments. On the other side of the crossing the path between the gate and the railway is also steep and the surface is uneven and slightly overgrown.	Tunstall Dyke East is a public footpath level crossing in Halvergate, Norfolk. The crossing provides access between fields to the north and south. The crossing does not provide access to any community facilities and the area in which it is located is very rural. This area has no people from equality groups within a 1km radius of the level crossing. It is therefore unlikely that closing the crossing will have any community severance impacts	The proposal to close the level crossing and divert all users to the aforementioned underpass will improve accessibility for some users and is unlikely to have any disproportionate adverse equality impacts. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			for people with protected characteristics. There is a possible alternative crossing point via the pedestrian underbridge located next to the crossing; the access path and underbridge is currently severely overgrown and would require cutting back for it to be accessible to users.	at level crossings than other groups in society.	
Name: Tunstall Dyke West **Type:** Public footpath **Location**: 52.627644 1.582548	No signs of a level crossing were present at the site of Tunstall Dyke West level crossing – i.e. no crossing equipment, signage, etc. As such, the crossing has a risk rating of M13.	Access to the crossing is through agricultural fields on both sides, there is no formal path to the crossing. Entrance to the crossing is via a manually operated wooden gate, the short path from the gate to the crossing is at a very steep gradient and there are two steps at the top separating the path from the railway. Access to the crossing is therefore likely to be extremely difficult for anyone with mobility impairments. On the other side of the crossing the path between the gate and the railway is also steep and the surface is uneven and slightly overgrown.	Tunstall Dyke West is a public footpath level crossing in Halvergate, Norfolk. The crossing provides access between fields to the north and south. The crossing does not provide access to any community facilities and the area in which it is located is very rural. This area has no equality groups within a 1km radius of the level crossing. It is therefore unlikely that closing the crossing will have any community severance impacts. There is a possible alternative crossing point via the pedestrian underbridge located next to the crossing; the access path and underbridge is currently severely overgrown and would require cutting back for it to be accessible to users.	The proposal to close the level crossing and divert all users to a nearby underbridge will improve accessibility for some users and is unlikely to have any disproportionate adverse equality impacts. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Tunstead **Type:** Public footpath **Location**: 52.74854 1.406243	Tunstead crossing is used by approximately 2 pedestrian and 36 trains (travelling at speeds of 75mph) per day. The overall risk rating for the Tunstead crossing is C7 with the risks of sun glare and user misuses identified as key risk drivers. The presence of signage is noted as mitigation against some of this	The accessibility of this crossing is poor as it features stiles to access the track - these exclude wheelchair users and those with limited mobility from using the crossing. The approach on the western side of the crossing is a partly paved dirt road which becomes a grass track from the school up to the level crossing. Furthermore, the eastern approach	This is a public footpath crossing that connects a pathway leading from an area of housing in Tunstead, Norfolk to an area of farmland. Within a 1km radius, there is a relatively high density of equality groups in the area. This crossing does not serve as a principal access route for any community	As a level, fully accessible alternative route over the railway line is available in the form of two gated level crossings, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	risk. There have been no reported accidents, near misses or incidents of user misuse at this site.	is along pathway of compacted crops through the adjacent field. There is no level crossing furniture over the tracks, therefore all users have to manage walking over the exposed railway line. As such, the crossing and its approaches currently impede accessibility for those with visual and mobility impairments.	facilities, businesses or homes, but it is sited 350m east of Tunstead Primary School and 1km north-west of St Mary the Virgin Tunstead Church. Closure of the level crossing may result in increased walking distances, however it is unlikely to result in community severance as there are two viable alternative routes across the line – namely, via gated vehicular and pedestrian level crossings on Church Lane (approximately 400m north of Tunstead level crossing) and Wateringpit Lane (approximately 430m south).	more likely to be involved in accidents at level crossings than other groups in society.	
Name: Watering Pit Lane **Type:** Public footpath & public highway **Location**: 52.744656 1.405805	The risk ratings for this crossing are divided in two, one for the pedestrian crossing and one for the vehicle crossing. The pedestrian crossing is rated as D10 for risk, while the vehicle crossing is rated as C6. Despite the crossing being infrequently used by pedestrians and vehicles, key risk drivers identified at this site are risks of sun glare and user misuses. Approximately 38 trains, travelling at speeds of up to 75mph, use this part of the network daily and safety features at the site include signage, gates and a telephone for vehicle users. There have been no reported accidents, near misses or incidents of user misuse at this site. The two alternative crossings are safer than this crossing as while they both involve crossing an active railway line, they both include safety features such as traffic signals and a well maintained crossing and approach	The accessibility of the crossing itself is good, with fully paved surfaces including tactile paving to enable visually impaired users to cross safely and gates wide enough to allow for most wheelchairs and mobility scooters. While the crossing is accessible, the approaches are not, with overgrown plant life, uneven surfaces and muddy patches that make the route unsuitable for cars, let alone wheelchair users or those with pushchairs. The state of these approach roads especially on the eastern side of the line would likely exclude nearly all users of varying levels of ability and fitness from using this crossing, with the reported infrequency with which the crossing is used a sign of the impact of this inaccessibility. The alternative routes are both highly accessible due to their fully paved surfaces and the regular maintenance that is carried out on public highways to avoid overgrown plant life intruding	This crossing is both a public highway and public footpath level crossing located in Tunstead, Norfolk. This area has a relatively high density of equality groups within a 1km radius of the level crossing. The level crossing provides links a farm house and agricultural land to the east of the crossing with the town of Tunstead in the west. There are several key community facilities, homes and businesses that can be accessed by this crossing, including St Mary the Virgin church located at the end of the access road in the east. The potential closure of this crossing would not restrict access to this church or to any other locations on the opposite side of the line as there are two viable alternatives. These are the gated level crossing approximately 800m north at Church lane and	The proposal for this site is to downgrade Watering Pit Lane level crossing to a public bridleway crossing point. Pedestrian access will therefore be maintained at the site, causing no adverse equality impacts. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	roads that ensure better safety than the Watering Pit Lane crossing.	on the road surface.	the signal controlled level crossing approximately 350m south at Market street. Either of these alternatives provides access to the church and surrounding area in a way that is accessible to both vehicles and pedestrians, it is therefore unlikely that closure of this crossing would cause significant social impacts on the local community.		
Name: White House **Type:** Public footpath **Location**: 52.431157 1.167237	White House level crossing is infrequently used by pedestrians. Approximately 90 trains cross this part of the network each day travelling at speeds of 100mph. No incidents have been recorded at this crossing. The risk factors for this crossing are low sighting time, sun glare and frequent trains, giving it a risk rating of C9. Safety protection at this crossing consists of signage and whistle boards.	The entrance to the crossing from the agricultural fields is over a fence/stile; this is likely to present challenges for users with mobility difficulties. The immediate approach to the crossing involves walking down 8 steps with railings on both sides. The crossing is therefore not suitable for wheelchair users or people with pushchairs and is likely to be difficult to access for anyone with mobility difficulties.	White House level crossing is a public footpath level crossing in Gissing, Norfolk. The crossing provides access between agricultural fields to the east and west. This area has a very low density of equality groups within a 1km radius of the level crossing. Moreover, there are no community facilities in the area. There is an alternative crossing point 640m south west of the crossing via the vehicle bridge on Glebe Road. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal for this level crossing is to close and extinguish the route, which is unlikely to have any negative impacts on the community. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

6 Suffolk

6.1 Introduction

A number of level crossing proposals within this county were not pursued past GRIP1 Stage at this stage, however of those that were the following were subject to DIA scoping for alternative solutions as part of Revision D of this report:

- Bacton
- Barrells
- Brantham High Bridge
- Cattishall
- Haughley Green
- Hawk End Lane
- Higham Ground Frame
- Pannington Hall
- Paynes
- Sea Wall
- Westerfield

The initial equality analysis for each level crossing in Suffolk is provided below. The table provides specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the ratings described in section 2.3.

6.2 DIA scoping analysis

Table 6.1: DIA analysis for Suffolk based level crossings

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Abbotts **Type:** Private footpath	Abbotts crossing is used on average by 4 pedestrians a day, while approximately 90 trains, travelling at 100 mph, use this part	The approach to the pedestrian gate on the eastern side is along the side of a field, culminating in a stile fence just before the railway.	Abbots level crossing is a private footpath crossing connecting residential properties on Earlsford Road to	As stated previously, a level, fully accessible alternative route over the railway line is available in the form of a two controlled vehicular level crossings.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 52.327262 1.077882	of the network daily. No incidences of misuse, near misses or accidents have been recorded at the site. However, due to the risks of sun glare for pedestrians and frequent trains, Abbots level crossing has acquired a risk rating of C6. Safety features of the crossing include signage and stiles on either side of the crossing.	On the western side, the approach is over a patch of grass, again with a stile just before the crossing. As such, people with mobility impairments or parents with pushchairs are currently unable to use this crossing.	some farm houses and agricultural land on the opposite side of the railway. The area surrounding Abbots level crossing has a relatively high density of equality groups. The crossing is on the outskirts of the village of Mellis, and is located in close proximity to community facilities which are of importance to equality groups, such as a church and a primary school. Alternative crossings over the line are available in the form of two vehicular level crossings – one on Mellis Road (approximately 200m north of Abbots level crossing) and the other on Rectory Road (300m south of the level crossing). The use of these alternative crossing will increase walking distances in excess of 1km. Therefore, in addition to walking distance, closure of this level crossing could potentially result in community severance impacts.	Additionally, Abbots level crossing is not heavily used. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Bacton **Type:** Public footpath **Location**: 52.262828 1.015206	An estimated five pedestrians use this crossing daily. This crossing is a 'Stop, Look and Listen' crossing therefore no safety measures other than signage are in place. No risk factors have been identified at the site. No train census data is available at the time of writing.	There is a natural, level and well-worn path to the level crossing from both directions, posing minimal restrictions for users. However, access is via wooden stiles located on either side of the crossing, there are steps on the western approach, and a steep incline on the eastern approach. As such access is currently very limited for users with mobility impairments, particularly for those in wheelchairs and parents with pushchairs.	This is a public footpath level crossing located on the outskirts of Bacton, Suffolk. It is situated between two fields – one of which is a grass field behind a residential area and the other is a playing field with football pitches, behind another residential area. Although alternative access across the line to the north is available via a vehicular underpass on Pound Hill, some 200m north-east, Bacton level crossing offers a short cut between the	The proposal for this site is to close the level crossing and divert pedestrians on the west side of the railway to Cow Creek level crossing, via a diverted PROW to the south. This will join to existing footpaths W-115 022/0#2 and W-115 022/0#1 (see S13 Fords Green Mott MacDonald report 354763/RPT56). Pedestrians on the east would use Broad Road and W-115 014/0 to access Cow Creek crossing to the south. Pedestrians heading north would use an underpass on Pound Hill. There is no pedestrian footway on Broad Road or Pound Hill and Network	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			two housing estates. Moreover, Pound Hill underpass does not have a defined footway under the bridge. It is therefore likely that users, such as children and young people will experience some level of community severance as a result of the closure.	Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. It is therefore recommended that further consideration be given to solutions at this site – particularly as children are likely to be large users of this crossing.	
				Alternative option (red route); This option proposes to close the level crossing and divert pedestrians to Cow Creek level crossing, 1.2km to the south of Bacton level crossing. From the west, pedestrians would travel via existing footpaths W-115 022/0#1 and W-155 018/0#1 to access Cow Creek level crossing. A new Public Right of Way would be established parallel to the railway line, in adjacent fields, connecting Cow Creek and Fords Green level crossings. From here pedestrians would be able to travel eastwards via existing footpaths. This route incorporates walking in agricultural land which is likely to restrict access for some users, such as people with mobility impairments and children. Safety is also potentially an issue as this route requires users to use an alternative level crossing. This route will create longer walking distances with no added benefit in terms of access or safety for at risk groups such as children, older people, disabled people and men.	
				Alternative option (blue route):	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				The proposal is to close the level crossing and divert pedestrians via local highway routes on either side of the railway to an underpass on Pound Hill (225m north east of Bacton level crossing). Pedestrians will then be able to connect to existing footpaths in the area. On the western side of the railway, a new Public Right of Way will be established linking Pretyman Avenue with a nearby footpath. As the diversion over the railway incorporates walking along level tarmac roads, accessibility is unlikely to be restricted for any users. However, there is no pedestrian footway on Broad Road or Pound Hill, posing a safety risk, particularly for children and people with impairments. The nature of the proposed new PROW is also likely to restrict access for people impairments.	
				Alternative option (green route): The proposal is to close the level crossing and divert pedestrians via local highway routes on either side of the railway to an underpass on Pound Hill (225m north east of Bacton level crossing). Pedestrians will then be able to connect to existing footpaths in the area. On the western side of the level crossing, a new Public Right of Way would be established parallel to the railway line, in adjacent fields. As the diversion over the railway incorporates walking along level tarmac roads, accessibility is unlikely to be restricted. However, there is no pedestrian footway on Broad Road or Pound Hill, posing a safety risk, particularly for children and people with impairments. The nature of the proposed new PROW may restrict	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				access for some uses, such as people impairments.	
Name: Barnby **Type:** Public footpath **Location**: 52.456926 1.657971	Barnby level crossing is currently used by an estimated 2 cyclists and/or pedestrians a day plus 8 vehicles. Approximately 33 trains travelling at 55 mph use this track daily. Safety features of the crossing include telephones for vehicle users, manually operated gates and signage. No accidents or user misuses have been documented at the site, however one near miss has been recorded since February 2013. For this reason, Barnby level crossing has acquired a risk rating of C5.	The approach to the crossing is along an overgrown dirt road and which does not appear to pose any major restrictions for users. The crossing also has traditional gates and furniture across the tracks to enable those with limited mobility to cross with greater ease. The nearest alternative access point over the railway is available via another level crossing, 680m east of this Barnby level crossing.	Barnby level crossing is a private user worked crossing located in the rural area of Suffolk. It provides private vehicular and pedestrian access between agricultural land to the north and the A146 Beccles Road situated south of the crossing, as well as a number of residential and private farmland and a petrol station along Beccles Road. It is unlikely that community severance issues will occur as a result of closure; however, there is potential that local farmers face disproportionate impacts. Within a 1km radius, the area surrounding Barnby level crossing has a moderate density of people from equality groups.	The proposal is to formally remove public rights and to confirm private level crossing rights. This may impact on any public users who use the crossing unofficially; however from an equalities perspective, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Barrels **Type:** Public footpath **Location**: 52.247748 0.834693	An estimated 98 trains, travelling at speeds of up to 75mph, use this part of the network daily. Due to the frequency of trains and additional risks of sun glare, this level crossing has acquired a risk rating of C6. Visibility along the line is generally good and safety features at the site include stiles and signage. It is important to note that no accidents, near misses or incidents of misuse have been reported for this site.	The narrow, unpaved, pathways that lead to the crossing are uneven and overgrown in places and the use of both stiles and steps to reach the line makes this journey untenable for those with disabilities and parents with pushchairs. This crossing does not provide a connection between the two sides of the line that would otherwise be unreachable. The alternative routes are close to this existing crossing and are closer to the centre of the settlement where the majority of community amenities are located.	The area surrounding Barrels level crossing has a high density of equality groups. However, this public footpath level crossing is surrounded by farmland and broadly connects two areas of dispersed farm houses. Approximately 8 pedestrians / cyclists use the crossing on a daily basis, however the crossing does not provide access to any community facilities of importance to equality groups. Moreover, an alternative route over the railway is available in the form of a vehicular overbridge, 360m west of Barrels crossing. Therefore it is	As mentioned previously, a fully accessible alternative route over the railway line is available in the form of an overbridge on Barrell's Road, 360m west of Barrels level crossing. The safety benefits of not traversing the railway line may be slightly reduced by the need for pedestrians/cyclists to travel in the carriageway along Barrell's Road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			unlikely that community severance and / or disproportionate equality impacts will arise as a result of the closure.	other groups in society.	
				Alternative option (red route): The proposal is to divert pedestrians east to a road overbridge on Barrell's Road, 360m west of Barrels level crossing. Users also have the option to traverse the railway via an alternative road overbridge, 680m east if the level crossing. Thus, a circular route will be created. From the south, the overbridge on Barrell's Road would be accessed via footpath W-523|011/0#2 and local highway routes. A new footpath would be established parallel to the railway line (bordering adjacent fields) linking Barrels level crossing with Barrell's Road on the northern side of the track. To access the alternative overbridge to the east, pedestrians on the northern side of the level crossing would use a new footpath connecting to W-523|011/0#2 which then leads to the local highway route to the bridge. A new footpath would be established parallel to the railway line (bordering adjacent fields) linking Grove Farm level crossing with this overbridge on the southern side of the track. Pedestrians would then follow existing footpaths and highway routes. The natural terrain of the proposed footpaths may pose some restriction of some users, e.g. people with mobility impairments. Additionally, the safety benefits of not traversing the railway line may be slightly reduced by the need for all pedestrians/cyclists to	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				travel in the carriageways.	
				Alternative option (blue route): The proposal is to divert pedestrians east to a road overbridge on Barrell's Road, 360m west of Barrels level crossing. Users also have the option to traverse the railway via an alternative road overbridge, 680m east if the level crossing. Thus, a circular route will be created. The overbridge on Barrell's Road would be accessed via a new footpath, parallel to the railway on either side of the track, within Network Rail land. Steps on the southern side of the line would be required to link the footpath with the overbridge. To access the alternative overbridge to the east, pedestrians on the northern side of the level crossing would use a new footpath connecting to W-523|011/0#2 which then leads to the local highway route to the bridge. A new footpath would be established parallel to the railway line (bordering adjacent fields) linking Grove Farm level crossing with this overbridge on the southern side of the track. Pedestrians would then follow existing footpaths and highway routes. In addition, pedestrians would also use footpath W-523|005/0#3 to access Barrel's Road (north of the level crossing) and W-523|005/0#1 to access locations to the south. The natural terrain of the proposed footpaths as well as the steps to access the western overbridge will restrict access for some users, e.g. people with mobility impairments. Additionally, the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				safety benefits of not crossing the railway line may be reduced by the need for all pedestrians (and other users such as cyclists) to travel in the carriageway.	
				Alternative option (orange route): Same as red route above. In addition, pedestrians would also use footpath W-523|005/0#3 to access Barrel's Road (north of the level crossing). This footpath is over well maintained paddock land which would pose little restriction for any users.	
				Alternative option (green route): On the southern side of the railway line, the green route follows the red route described above. To cross the railway line from the north, pedestrians would use the local highway route (i.e. Barrel's Road) to access either overbridge. The natural terrain of the proposed footpaths may pose some restriction of some users, e.g. people with mobility impairments. Additionally, the safety benefits of not traversing the railway line may be slightly reduced by the need for all pedestrians/cyclists to travel in the carriageways.	
Name: Beecroft **Type:** Private user worked crossing **Location**: 52.326666	Data indicates that the crossing is used by approximately 10 vehicles per day and 8 pedestrians/cyclists. In addition, approximately 86 trains travelling at line speeds of 100mph use this route daily. Risks associated with this crossing include the high frequency of trains, open gates, large number of	The approach to the level crossing, on both sides is along an unpaved gavel pathway and entrance to the crossway is via a manually operated gate. The crossing itself has no furniture to enable ease of access and users much step across the groves of the tracks. Overall, the crossing is likely to	Beecroft level crossing is a private user worked crossing that provides access between a small number of residential properties north of the crossing and agricultural buildings and farmland in the south. Whilst the crossing does not provide access to wider community	The proposal is to extinguish the level crossing. A new private gravel road running from Rectory Road to the farm buildings aims to offset the implications of closing the crossing. The diversion would add 900m to the journey. However, Network Rail will explore, consult on and take all actions that are possible to mitigate against the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
1.077307	users and sun glare. No accidents or near misses have been reported at the site, however 6 user misuses have been documented since July 2012. As such, Beecroft level crossing has obtained a risk rating of B3. Safety features of the crossing include a telephone, gates and signage.	pose restrictions on certain groups, such as those with mobility impairments and push chair users.	amenities, it is likely that it is used as a key access point for local farmers. Closure of this crossing will mean that users have to take a longer alternative route via Rectory Road. This area has a moderately high density of equality groups within a 1km radius of the level crossing.	potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Blaxhall **Type:** Public footpath **Location**: 52.170428 1.444742	The crossing from part of the East Suffolk Line Walks and is used by approximately 8 pedestrians or cyclists user per day. Additionally, an estimated 34 trains travelling at speeds up to 55mph use this part of the network daily. Safety features at the site include warning signs and crossing stiles, however due to risks of sun glare and user misuses, the level crossing has acquired a risk rating of D6. To date, no near misses or accidents have been recorded at Blaxhall level crossing.	The approach to the level crossing from the northern side is via a dirt gravel road which reduces to an overgrown, natural track. The southern approach is a similarly overgrown footpath. There is a stile on either side of the crossing, both surrounded by dense vegetation, therefore limiting accessibility for users with mobility or visual impairments, or parents with pushchairs.	This level crossing is a public footpath crossing located in rural Suffolk. The crossing is surrounded by agriculture fields in the north and a wooded area in the south. The area surrounding Blaxhall level crossing has a relatively low density of equality. The crossing broadly links surrounding farm houses and does not provide access to any local facilities which may be particularly required by persons with protected characteristics. It is therefore unlikely that community severance or disproportionate equality impacts will occur as a result of the closure.	The proposed solution to the closure if Blaxhall level crossing is to divert all users along a natural path along the northern side of the line toward the controlled vehicular level crossing on Farnham Road – a distance of 360m east of Blaxhall level crossing. This will create increased walking distances for users, however it is unlikely to result in any additional negative impacts. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Brantham High Bridge **Type:** Public footpath **Location**: 51.972049 1.086567	Census data suggests that this crossing is used infrequently by pedestrians. Each day, 181 trains pass through Brantham High Bridge level crossing, travelling at speeds of 100mph. While no accidents, near misses or incidents of misuse have been reported at the site, the frequent trains, risks of sun glare and low sighting time have merited the level crossing	The crossing is currently inaccessible for those with mobility and visual impairments, as well as parents with pushchairs. Not only are crossing stiles a physical barrier, but so are the heavily overgrown, steep approaches to the railway line. It should also be noted that young children may be at risk from the stile, unmaintained nettles and other weeds, as well as	This level crossing is a public footpath crossing that provides pedestrian access between two areas of agricultural land. The crossing does not provide pedestrian access to any community facilities which may be required by persons with protected characteristics and is additionally far from any built up areas.	An alternative route over the railway line is available via an overbridge approximately 420m south of Brantham High Bridge level crossing. Pedestrians accessing the level crossing from the eastern side, will be able to walk along a natural diversion footpath (bordering the railway line and dwellings on The Street) to access the overbridge. Though the diversion track is unlikely to be fully accessible, it is unlikely to result	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	with a risk rating of C8. Several safety features are present at the level crossing including whistle boards and signage.	the loose aggregate surfaces that also surround the crossing.	Although there is a relatively high density of equality groups within a 1km radius of Brantham High Bridge level crossing, it is unlikely that there closure of the level crossing will result in any community severance and/or disproportionate negative equality impacts.	in any negative equality impacts given the infrequent use of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): This route incorporates the overbridge approximately 420m south of Brantham High Bridge level crossing. To cross the railway line, pedestrians accessing the level crossing from the eastern side, would walk south along a new natural Public Right of Way (running between the railway line and nearby properties) to access the Ipswich Road overbridge. Pedestrians wishing to travel north would travel along an existing footpath leading to the A137. This route is unlikely to be fully accessible and requires users to navigate over fields and across a style to access the A137 from the existing footpath.	
				Alternative Option (blue route): All users would walk along a new Public Right of Way, parallel to the A137, in the adjacent fields to re-join The Street. This route is not fully accessible, requiring all users to manage crossing styles, undulated land, a steep bank and may potentially incorporate a 5ft style in order to traverse existing fencing. Safety is also a concern as	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				there is no footway and all pedestrians will have to walk on the verge of the A137/B1080 junction where sighting may be an issue.	
				Alternative Option (green route): This route incorporates the overbridge approximately 420m south of Brantham High Bridge level crossing. To cross the railway line, pedestrians accessing the level crossing from the eastern side, would walk south along a new natural Public Right of Way (running parallel to the railway line and around the nearby residential estate) to access The Street and the overbridge. Pedestrians wishing to travel north would travel along an existing footpath leading to the A137. This route is unlikely to be fully accessible and requires users to navigate over fields and across a style to access the A137 from the existing footpath.	
Name: Brick Kiln **Type:** Public highway user worked crossing **Location**: 52.205581 1.48197	27 pedestrian/cycle users and 27 vehicles use Brick Kiln level crossing. An alternative vehicular route across the railway line is available approximately 800m south of Brick Kiln level crossing, therefore closure of the vehicular crossing point is unlikely to result in any community severances for residents of the nearby properties. An estimated 34 train, travelling at 55mph, use this part of the network daily and due to the number of users and risk of sun glare, Brick Kiln has acquired a risk rating of C4. The crossing is a user worked crossing with a telephone through	The approach up to the level crossing, from both directions, is via a paved road which does not pose any restriction for any users. The pedestrian gates are however rather narrow and may limit accessibility for some users, such as people in wheelchairs/mobility scooters.	Brick Kiln level crossing is a public highway crossing and consists of a gated vehicular crossing point and an adjoining gated pedestrian crossing point. The crossing provides access between the village of Benhall on the eastern side of the railway line and a few houses and the A12 on the western side. The area surrounding Brick Kiln level crossing has a relatively high density of people from equality groups, however, the crossing does not provide direct access to any community	The plan for Brick Kiln level crossing is to downgrade the level crossing to a footpath status. Therefore the 27 pedestrians / cyclists will not be heavily impacted by the changes. As the proposed solution for Brick Kiln level crossing is to maintain its pedestrian access point, it is unlikely that any negative disproportionate effects will arise, however, it is also unlikely to benefit from any disproportionate positive effects on safety for pedestrians. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	which users must obtain a safe time to cross from the operator. Additional safety features include gates and signage. To date no accidents, near misses or incidences of misuse have been reported at the sight.		facilities which may be required by persons with protected characteristics and, additionally, there are several alternative routes (both vehicular and pedestrian) providing access across the track. It is therefore unlikely that closure of the crossing will result in any community severance and/or disproportionate negative equality impacts.	other groups in society.	
Name: Broomfield **Type:** Public footpath **Location**: 52.118014 1.094697	The risks identified for this crossing are the risk of sun glare and the high frequency of trains using this line - 205 trains per day, traveling at 100mph. The mitigation for these risks includes the signage and whistle boards. While on average around 13 people use the crossing each day, either cycling or on foot, no issues of misuse or near misses have been reported. There has however been one accident since August 2014. Broomfield crossing has been given a risk rating of C4.	The pathways leading to the level crossing are uneven and unpaved meaning those people requiring wheelchairs or prams will likely struggle to access the crossing. Stiles located on either side of the crossing further exclude those with mobility impairments.	The Broomfield crossing is a public footpath that connects the village of Great Blackenham with the Barham Pits quarry and fishing lake. The crossing is surrounded by the lake (to the east) and a field (to the west), with several houses located beyond, on either side of the crossing. A church and Great Blackenham Village Hall are located approximately 400m west of the level crossing, therefore the crossing may be used by individuals wishing to access these facilities from the eastern dwellings. This area has a high density of equality groups within a 1km radius of the level crossing.	The proposal is to extinguish the level crossing and associated footpaths. All users would be diverted to an underpass 315m to the south, via a footpath running parallel to the railway lines. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Bunkers Hill **Type:** Public footpath **Location**: 52.305436	Bunkers Hill level crossing is currently infrequently used by pedestrians. Approximately 33 trains cross this part of the network each day travelling at speeds of 55 mph. No incidents have been recorded at the crossing. The risk factors for this crossing are sun	The approach to the level crossing on either side has no defined pathway, and involves travelling over farmers' fields. Therefore it is unsuitable for users with mobility or visual impairments, plus parents with pushchairs or small children.	Bunkers Hill level crossing is a public footpath level crossing in Bramfield, Suffolk. The level crossing provides access between agricultural fields to the east and west. There are no community facilities in the area. It is therefore unlikely that	The proposal for this site is extinguish Bunkers Hill level crossing and divert all users to an existing pedestrian underpass, 130m north of the crossing. There is also an alternative crossing point approximately 130m south of the crossing via a vehicle bridge. Network Rail will explore, consult on and take all	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
1.513768	glare and user misuses. Safety protection at this crossing consists of signage only. The crossing has a risk rating of D10.		community severance impacts will arise as a result of the closure. This area has a relatively high density of equality groups within a 1km radius of the level crossing.	actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Buxton Wood **Type:** Public footpath **Location**: 51.991657 1.086792	An estimated 286 trains, travelling as speeds of 100 mph, use this part of the network daily. Approximately four pedestrians use the level crossing per day, however, due to the high frequency of trains and risks of sun glare, Buxton Wood level crossing has acquired a risk rating of C6. In addition to stiles, supplementary safety features include signage. To date, no incidents of misuse, near misses or accidents have been recorded at the site.	The eastern and western approaches are along an uneven, natural footpath which currently limits accessibility for those with mobility impairments and parents with pushchairs. Users will also have to manage wooden stiles to traverse the line.	Buxton Wood level crossing is a public footpath crossing located in the outskirts of Bentley, Suffolk. Within a 1km of Buxton Wood level crossing there is a very low density of equality groups. The crossing is completely surrounded by fields with a few properties located approximately 300m south of the level crossing. It is worth noting that the level crossing route stems from these properties, via the level crossing, and toward a primary school located approximately 500m west of the Buxton Wood level crossing. Nevertheless, alternative routes across the railway, closure of Buxton Wood level crossing is unlikely to result in community severance and/or disproportionate equality impacts.	The proposal for this site is to close Buxton Wood level crossing and divert all users to the controlled level crossing on Station Road, via a new path running along the western side of the line. As such, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Cattishall **Type:** Public footpath **Location**: 52.251785	Survey data shows that approximately 41 people use this crossing each day. The overall risk rating for the crossing is C4 with the large number of users, sun glare and high frequency of trains identified as key risk drivers at this site. The presence of signage is	The good level of accessibility is a strength of this crossing as it is fully paved, including the approaches and uses wide standard gates that would allow most standard width wheelchairs and mobility scooters to use the crossing. This crossing does not incorporate an audible	This crossing is a relatively popular pedestrian level crossing connecting a small area of housing with a large housing estate in Cattishall, east of Bury St Edmunds in Suffolk. This area has a high density of equality groups	The proposal for this site is to close and extinguish the level crossing and divert users to an underpass 400m west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
0.760976	identified as the key protection against these risks. This site sees approximately 110 trains each day, travelling at speeds of up to 75mph. The risks at this site, including the increased risk brought about by the approximately 41 users per day has resulted in there being one accident at this site, this was prior to the May 2014 assessment with none since. In addition to this, there have been two near misses at the site since May 2014 and one incident of user misuse which was prior to May 2014.	warning of approaching trains so may present a particular risk to visually impaired users. As the crossing is fully paved, this may mitigate the risk to the visually impaired who may at very least be able to safely navigate over the crossing safely.	within a 1km radius of the level crossing. This crossing does not appear to provide vital access to community facilities but may provide easier access to the houses and several businesses directly to those who live on the north side of the crossing. For the houses north of the line, closure of this crossing would add approximately 4km onto a trip to the other side of the crossing if they were not using a car and around an additional 6km if they were using a car.	people and men are more likely to be involved in accidents at level crossings than other groups in society. Further consideration should be given to the diversion to ensure this route is equally accessible as Cattishall level crossing.	
				Alternative option (red route): From the south of the level crossing, the proposal for this route is to divert users along a new existing shared use pedestrian / cycle path to an underpass 400m west. A new Public Right of Way would be established connecting the underpass to the restricted byway W-271|004/0 and Green Lane. Though large sections of this route are on level, fully accessible ground, the entire length of this route is unlikely to be accessible to all pedestrians as it requires users to go through a portion of agricultural land which may restrict access for those with mobility impairments.	
				Alternative option (blue route): From the south of the level crossing, the proposal for this route is to divert users along existing highways to an underpass 400m west. A new Public Right of Way would be established parallel to the railway line connecting the underpass to National Cycle Route 13 on the northern side of the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				crossing. Though large sections of this route is on level, fully accessible ground, the entire length of this route is unlikely to be accessible to all pedestrians as it requires users to go through a portion of agricultural land which may restrict access for those with mobility impairments.	
Name: Common Lane North **Type:** Public highway user worked crossing **Location**: 52.461833 1.570752	This crossing is infrequently used by pedestrians and vehicles. Approximately 33 trains per day that use this line at speeds of up to 25mph operating both passenger and freight services. The risk is rated at B8 as there is substantial potential for misuse of the crossing by users. This risk is mitigated by signage warning of the dangers and gates on either side of the track. There has been one incident of user misuse since November 2014 when the last assessment took place; there were none in the 12 months prior to the assessment. There have been no reported incidents of accidents or near misses at this site.	Aside from the issues regarding the community and social value of the allotments, access for people with limited mobility is generally good. The paved sections provide firm ground on which people with limited mobility or who use a wheelchair would be more able to use than looser ground. The land on the eastern side of the line has more uneven and less firm ground which wheelchair users may struggle to navigate, limiting the accessibility of the area.	The level crossing consists of a gated vehicular crossing point with an adjoining gated pedestrian crossing point that is in the form of a kissing gate rather than the more traditional style of gate. This area has a high density of equality groups within a 1km radius of the level crossing. Therefore the impact of failures to accommodate for these groups could have a greater impact than elsewhere. This crossing provides a key linkage between the town of Beccles and the allotments next to the town's common. Without this crossing, access to this allotment would be more difficult, involving walking through the common. If it became necessary to walk through the common rather than driving to the allotments themselves, many may be deterred from visiting as gardening often requires heavy equipment. It is worth noting that an alternative access point exists via the A146 road (approximately 500 north east of the crossing).	The proposal for this level crossing is to close the vehicular crossing point but maintain the pedestrian gate. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Cow Pasture Lane **Type:** Byway open to all traffic **Location**: 52.321036 1.071822	An estimated 90 trains, travelling as speeds of 100 mph, use this part of the network daily. Approximately 11 non-motorised users use Cow Pasture Lane level crossing per day, however due to the frequency of trains and risks of sun glare, the level crossing has acquired a risk rating of C6. Safety features of the crossing include manually operated picket gates and signage. To date, no incidents of misuse, near misses or accidents have been recorded at the site.	The approach to the level crossing, from both directions, is along Cow Pasture Lane, a natural, relatively level footpath. The level crossing furniture does not span the entire length of the crossing; therefore the crossing has been partially levelled off with gravel. This may impede accessibility for some users – such as those with mobility or visual impairments, or parents with pushchairs.	The level crossing is a byway open to all traffic (BOAT) crossing located in rural Suffolk. The area surrounding Cow Pasture Lane level crossing has a moderate density of equality groups. The crossing is completely surrounded by agricultural fields and provides access to farm houses located approximately 400m to the north-west (on Mellis Road) and 720m south-east of the crossing. A church is located on Mellis Road, a total walking distance of approximately 950m away from the level crossing. It is therefore unlikely that residents in the south-east will use this route to access this facility. Consequently, it is unlikely that community severance impacts will occur as a result of the closure.	The proposal is to formalise the status of the BOAT to a bridleway crossing, therefore pedestrian access will be maintained at the site. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Daines Mayhew **Type:** Public footpath **Location**: 52.100816 1.099828	There are approximately 200 trains that use this track each day, travelling at speeds of up to 100mph operating both passenger and freight services. It is estimated that approximately two people use this crossing each day. The high frequency of trains and the risk of glare from the sun have been identified as key risk factors at this crossing with the signage noted as a defence against this risk. The overall risk of the site is rated as C6. Despite this rating, there have been no reported accidents, near misses or incidents of misuse of the crossing by users.	This crossing is unsuitable for use by people with limited mobility or wheelchair users as the crossing includes a stile on either side of the track which wheelchair users could not use and uneven, muddy tracks that would limit the ability of those with limited mobility to access the site. Young children may also be at risk when using this crossing as the steep grass verges and overgrown plant life present a tripping hazard that is a significant risk at a level crossing.	This crossing is a pedestrian crossing that connects a small area of housing and a business centre to a field that is separated from the surrounding area by the River Gipping. There are no apparent uses of this land and there is access to it further north of this crossing. This area has a relatively high density of equality groups within a 1km radius of the level crossing.	Proposals to close and extinguish the crossing are unlikely to have any major negative impacts, given the availability of an alternative route over the railway (via Bramford Road). However, route improvements are required to make this an accessible option. Any disproportionate negative impacts in accessibility and/or increased walking distances resulting from the closure will be offset by disproportionate positive effects on safety. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: East Green **Type:** Public highway user worked crossing **Location**: 52.240211 1.510537	The overall risk rating of this site is C3 with the large number of users and the risk of sun glare being identified as key risk drivers. The high number of users is understandably a concern given the approximately 54 users entering the track each day. The safety features at this crossing are signs to warn of the danger, gates to prevent accidents and a telephone for vehicle drivers to use to find a safe opportunity to cross the line. There have been two incidents of user misuse at this crossing since February 2014 with none reported before. There have been no accidents or near misses reported at this crossing.	The accessibility of this crossing is generally very good, with fully paved pathways, navigable gates and level approaches that will allow most users to access the crossing with ease. The alternative approaches are both also highly accessible with fully paved surfaces and no stiles, steps or ditches to exclude any wheelchair users or people with limited mobility.	This crossing is a vehicle and pedestrian crossing. This crossing is regularly used, approximately 27 times a day by vehicles and a further 27 times by pedestrians and cyclists. Despite this high level of use, this crossing does not provide sole access to community facilities, homes or businesses as there are several alternative routes such as via the bridge at Lowes Hill or the other level crossing approximately 400m north of this site. Within a 1 mile radius, the area surrounding the level crossing has a moderate density of equality groups.	The proposal for this level crossing is to close the vehicular crossing point but maintain the pedestrian gate. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Finningham **Type:** Public footpath **Location**: 52.27531 1.027332	This crossing has an overall risk rating of C10. The risks that have been identified are the risk of glare from the sun, the potential for user misuses of the crossing and the high frequency of trains that use the line. There are 90 trains per day that use this section of track, operating at speeds of up to 100mph. There have been no recorded accidents, near misses or incidents of user misuse at this crossing. Likely to be key among the reasons for this is the infrequency with which this crossing is used by pedestrians.	In terms of accessibility, this crossing is not accessible for people who use wheelchairs, for those with limited mobility or those with pushchairs. This is because in order to reach the railway line, there is a stile a steep set of steps on each side of the line. The uneven and overgrown pathways on each side of the crossing also reduces the accessibility of the site, with wheelchair users unduly disadvantaged by the poor quality access routes as well as the restrictive stiles and steps by which the crossing is accessed.	This crossing is a solely pedestrian crossing that connects a small area with only a few houses on Mill Road on the eastern side of the line to the larger area of housing with some businesses on the west at Stewart Field. This area has a high density of equality groups within a 1km radius of the level crossing. While permanent closure of this crossing would add several minutes on to the journey times of those who live on Mill Road and wish to reach the area around Stewart Field, the majority of their trips, including those not made in cars will avoid using the crossing anyway as the majority of local and community facilities and businesses are north of the	The proposal to close and extinguish the level crossing is unlikely to have any negative impacts due to the alternative route close by. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			area reachable by the crossing. It is important to mention that there only two houses on Mill Road.		
Name: Fisher's Row **Type:** Public footpath & private highway user worked crossing **Location**: 52.479289 1.690678	The risk rating at this site is divided into separate ratings for the pedestrian crossing and the vehicle crossing. The pedestrian crossing is rated as D4 for overall risk, while the vehicle crossing has a rating of B8, showing the significant difference between the risks to different types of user. There are approximately 47 passenger trains that use this line at speeds of up to 60mph.As previously stated, the pedestrian crossing is used around 81 times per day by both pedestrians and cyclists. The vehicle crossing is rarely used, partly due to the availability of alternative routes and partly due to the inaccessibility of much of this route to most vehicles. The majority of cars would be unable to navigate this route as narrow pathways and demanding terrain may cause cars to become stuck. There have been no reported accidents, near misses or incidents of user misuse by pedestrians at this site, while for vehicles there was one incident of user misuse and one near miss since the assessment in November 2013. There have been no reported accidents at this site.	The accessibility of this crossing is limited by the uneven and unpaved surfaces that are likely to cause access problems for wheelchair users and people with limited mobility. The gates are unusual, with the pedestrian gate hinged to the vehicle gate rather than to a fixed position, making an accident associated with attempting to open the gates more likely as the risk of the gates swinging open on to the track potentially putting users in danger. The approach roads either sides of the crossing are overgrown in areas and uneven throughout.	This crossing is a combined vehicle and pedestrian crossing in the Oulton Broad area, west of Lowestoft, Suffolk. There is a relatively high density of equality groups in the area. There are several community facilities, homes and businesses in the area but this crossing is not the only access point, as there is a road bridge less than 300m west of this crossing. It is via this bridge that St Michael's Church and the wider area can be reached more directly and with greater ease than through using this crossing. It is likely that of the 81 average users per day, the majority do so for recreational walking or cycling.	The proposed closure of this level crossing has been cancelled.	
Name: Fordly Hall **Type:** Public footpath	The overall risk rating of the area is D10. The risks of user misuse and glare from the sun are identified as the key risk factors at this crossing with the presence of signage regarded as the key safety	The accessibility of the crossing itself is poor as the narrow pathways and bridges as well as the stiles on either side of the track make accessing the crossing impossible for wheelchair users	This crossing links two areas of farmland with a pedestrian crossing. There is a relatively low density of equality groups in the area. To combine with the relatively low density of key	The proposal is to extinguish the level crossing and footpath running south east. All users will be diverted along the footpath on the western side of the track to vehicular level crossing to the south (440m away). Network Rail will	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 52.247602 1.514639	element. This line sees approximately 33 trains per day, travelling at speeds of up to 55mph. There have been no recorded accidents, near misses or incidents of user misuse at this crossing which can be at least partly attributed to the infrequency with which this crossing is used.	and at best very difficult for those with limited mobility. The barbed wire close to the pathway presents a risk to children who could injure themselves on it and indeed to anybody who may not see it, naturally not expecting there to be barbed wire in a woodland area with a level crossing.	groups, there are also no community facilities in the area that require this crossing in order to access. This crossing is in a relatively remote location and has no buildings in its immediate surroundings.	explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Fords Green **Type:** Public footpath **Location**: 52.257531 1.010067	Fords Green level crossing is a public crossing and is currently on average by 1 pedestrian a day. Approximately 90 trains travelling at 100 mph use this part of the network daily. In the twelve month period prior to June 2014, no near misses or incidents of misuse were recorded at the site. Due to the risks of sun glare and frequent trains, Fords Green level crossing has acquired a risk rating of C8. Safety features of the crossing include signage.	The approach to the pedestrian gate on both sides is through fields, culminating in stile fences on both sides just before the railway. As such, it is highly unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing.	The level crossing at Fords Green is a rural pedestrian crossing point approximately 300m west of Fords Green, a hamlet in Suffolk. There are no businesses or community facilities within the immediate vicinity of the crossing, as it is surrounded by farmland. There is a relatively low density of equality groups within the area. The nearest alternative crossing is a pedestrian and vehicle crossing on Kerrys Farm Lane, approximately 400m south of Fords Green level crossing.	The proposal to close and extinguish the level crossing, and divert users to alternative crossing points less that 700m along the line in both directions, is unlikely to have any negative impacts. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Gamekeepers **Type:** Public footpath **Location**: 52.079788 1.237356	The overall risk rating at this site is D11, showing a distinct difference between the perceived levels of risk attributed to individuals and other groups. The risk factors that are identified are the risk of sun glare and the potential for user misuses. Signage warns users of these risks and is identified as the protection against this risk. This crossing sees approximately 35 train per day travelling at speeds of up to 55mph and operating both freight and passenger services on this line. Despite the identified risks, there have been no reported	The accessibility of this site is very poor, with overgrown bushes and nettles reducing the safety of young children and the accessibility of users with limited mobility or wheelchair users. The narrow pathways and unstable wooden walkways covered in moss present a slipping hazard to users, a risk exacerbated to those users with limited mobility or of advanced age.	This crossing is a pedestrian level crossing in a relatively remote location south of the village of Playford in Suffolk. There is a high density of equality groups in the area. There are no community facilities that require the use of this crossing in order to be reached. There is a road and pedestrian bridge over the track at Butts Road, some 500m to the west of this crossing. There are no apparent social benefits deriving from this crossing.	The proposal is to extinguish the level crossing and divert all users to the bridge crossing 500m west via an existing footpath running parallel to the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	accidents, near misses or incidents of user misuse reported at this site.				
Name: Gislingham **Type:** Public footpath **Location**: 52.289037 1.040668	Gislingham level crossing is currently used infrequently by pedestrians and cyclists, while approximately 90 trains, travelling at 100 mph, use this part of the network daily. In the twelve month period prior to November 2014, no incidences of misuse were recorded at the site. Due to the risks of sun glare for pedestrians and frequent trains, Gislingham level crossing has acquired a risk rating of C9. Safety features of the crossing include signage, manually operated wooden gates and a telephone for users.	The approach to the pedestrian gate on the eastern side is along a level, gravel road and does not pose any restriction for any users. On the western side, the path is covered with vegetation and leads along a field. As such, it is unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing.	The level crossing at Gislingham is a pedestrian crossing point linking farm buildings at Eastlands farm to nearby fields. The village of Finningham is 600m south-east of the crossing, but as there is a railway bridge on Wickham Road (approximately 300m to the south), it is unlikely that the residents of Finningham actively rely on the Gislingham crossing. Aside from the village, there are several farms within a 1km radius, and the village of Gislingham just over 1km to the north of the crossing. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing, and divert all users to an alternative crossing 600m south. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. Consultation may be required with the farm owners to ensure ease of access between farmland.	
Name: Gooderhams **Type:** Public footpath & private user worked crossing **Location**: 52.249051 1.001811	The pedestrian crossing is rated as C7 while the vehicle crossing has a rating of C5, showing a marginally greater risk for the vehicle crossing. Sun glare, the high frequency of trains and the low sighting time are identified as the key risk drivers at this site. The safety precautions at the site are signage, gates and the telephones for vehicle drivers. There are approximately 90 trains that use this crossing each day at speeds of up to 100mph, operating both freight and passenger services. There have been two reported incidents of user misuse at this site since the assessment in February 2014. Aside from this, there have been no accidents, near misses or further incidences of user misuse at this crossing.	The accessibility of this crossing is poor as the use of stiles at the pedestrian crossing prevents access to wheelchair users and those with limited mobility to access the crossing. The ground surface is unpaved and uneven with grass and railway ballast forming the majority of the surface at this crossing. This would make the crossing even more difficult for wheelchair users and those with limited mobility. The alternative crossing at Kerrys Farm lane is similarly inaccessible as it is laid out in a very similar way.	This crossing is a pedestrian and vehicle crossing that connects the farm of Gooderham CC and Son with an area of farmland just outside Bacton, Suffolk. There is a moderate density of equality groups in the area. There are no community facilities that this crossing provides access to, except to travel between fields. There are approximately two vehicles that use this crossing each day and a further two pedestrians - it is likely that these are farm vehicles and workers.	The proposal is to extinguish the level crossing, including the approach footpath on either side. Consultation may be required with the farm owners to ensure access between farmland. However, from an equalities perspective, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Great Barton **Type:** Public footpath **Location**: 52.250572 0.792154	Prior to closure, the overall risk rating for this site was C2. The key risk drivers identified here are the large numbers of users, the high frequency of trains using the line and the risk of glare from the sun. This site sees approximately 220 users per day with around 109 trains, operating at speeds of up to 75mph. Despite the risks identified, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility at this site is good as there is a fully accessible footbridge now installed.	This crossing is a popular pedestrian level crossing just east of Thurston, Suffolk. There is a medium density of equality groups in the area. Survey data shows that this crossing is used on average 220 times per day by both cyclists and pedestrians. There are no community facilities, businesses or homes that are served directly by this crossing but it remains popular.	Great Barton level crossing is now closed and has been replaced with a fully accessible bridleway bridge with full ramp access and a smooth floor surface designed to provide grip to both walkers and wheelchair users. The bridge does not require the user to enter onto an active railway line and it does not require users to cross quickly which may be difficult for certain users. All disproportionate impacts resulting from the closure of the level crossing have been fully mitigated.	
Name: Grimston Lane **Type:** Public footpath **Location**: 51.990119 1.302821	Grimston Lane level crossing is currently used by an estimated 8 pedestrian or cyclists a day, and approximately 114 trains, travelling at 75 mph, use this part of the network daily. In the twelve month period prior to November 2014, one near miss was recorded at the site. Due to the high number of trains and risks of sun glare for pedestrians, Grimston Lane level crossing has acquired a risk rating of C6. Safety features of the crossing include signage and manually operated wooden gates.	On the western side of the crossing, the approach to the pedestrian gate is along a gravel path off Grimston Lane. On the eastern side, the crossing is reached by Thorpe Lane, which is paved. Access to the crossing on both sides is level, meaning that people with mobility issues should be able to access the crossing easily. The closest alternative crossing to Grimston Lane is Thorpe Lane, approximately 100m to the north. It is important to note that the Thorpe Lane crossing does not have pedestrian pavements leading up to it on either side, so users would have to walk in the road to access the crossing, meaning it is Grimston Lane is potentially a safer and more accessible alternative.	The level crossing at Grimston Lane is a gated pedestrian crossing point on the outskirts of the village of Trimley St Martin. The level crossing crosses Grimston Lane, providing access to a small pocket of houses and farms. Trimley St Martin has a population of 2,000 and contains a primary school, a church and several local businesses. Consequently, it can be assumed that residents will be cut off from the main town if adequate access is not re-provided. There is a medium density of equality groups within the area.	The proposal is to extinguish the level crossing completely, and divert all users to the vehicular crossing at Thorpe Lane via existing footpaths. Despite safety issues with the approach to the alternative crossing, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Grove Farm **Type:** Public footpath **Location**:	This site has an overall risk rating of C6 with the high frequency of trains and sun glare identified as key risks. The presence of signage is noted as the key protection against this risk. Each day, approximately 109 freight and	The accessibility of this crossing is poor as the crossing has stiles and steps. This excludes wheelchair users, those with pushchairs and many with limited mobility from using the crossing. The narrow and unpaved pathways along the edges	This is a pedestrian crossing that connects an area of farmland to a small area of housing on Bird's Road near Bury St Edmunds. There are no community facilities in the area that the crossing provides	The proposal is to extinguish the level crossing and divert all users to the road bridge 600m west. It a single narrow lane which is level and free of potholes. Pedestrians will have to walk on the road itself due to there being no footpath. However, Network Rail will	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
52.247401 0.837795	pedestrian trains use this section of the line, travelling at speeds of up to 75mph. It is estimated that approximately five people use the crossing each day. There have been no reported accidents, near misses or incidents of user misuse at this site.	of farm fields on either side also act to exclude these groups for whom the uneven surfaces and high chance of mud poses a significant challenge.	access to. There is a relatively high density of equality groups in the area.	explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Gun Lane **Type:** Private user worked crossing **Location**: 51.984412 1.305986	The overall risk rating at this site is C10, showing a distinct disparity between the risks faced by individuals and those faced by other groups. The key drivers of this risk is the risk of sun glare and the high frequency of trains that use the line, with approximately 102 passenger and freight trains travelling at speeds of up to 75mph each day. The key safety features identified are the signs that warn users of these risks and the telephones that must be used to contact a controller who will inform the user of a safe opportunity to cross. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse at this site.	The crossing incorporates a steep incline and uneven ground that could cause a challenge to those users with limited mobility. The gates however should allow most wheelchairs and mobility scooters to pass through onto the crossing. Aside from the uneven ground which may cause difficulty for some users, the crossing itself is not as difficult to access as the approaches to the crossing. These approaches are unpaved and narrow pathways along the edge of farm fields with potholes and the potential for mud that could cause significant problems	This crossing is a private user worked crossing with a restricted byway situated in rural Suffolk. It is suitable for animals, pedestrians and certain off-road or farm vehicles, it is an unpaved and uneven crossing that is rarely used by either pedestrians or vehicles. There are no community facilities in the area that require this crossing in order for people to gain access. There is a high density of equality groups in the area. As this crossing is rarely used and is a private crossing, it is possible that only the owner may ever use it.	The proposal is to extinguish Gun Lane level crossing and divert all users north west along the track to an existing crossing, which will be converted into a bridleway. The route would require users to walk along a footpath parallel to the railway lines. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Gypsey Lane **Type:** Public footpath **Location**: 52.160628 1.045886	The overall risk rating of this crossing is C4 with the large number of users, high frequency of trains and sun glare identified as key risk drivers. The presence of signage and whistle boards is the key protections against this. There are approximately 191 trains per day using this line, operating both freight and passenger services at speeds of up to 100mph. There are an estimated 36 users per day at this crossing. There has been one incident of user misuse at this site	The accessibility of this site is relatively good with fully paved access routes on one side of the line and mostly paved surfaces on the other. Even in the unpaved portions, most wheelchair users would still be able to navigate the route. There are standard gates that will allow most wheelchairs, pushchairs and mobility scooters through and no stiles or steps to negotiate. The alternative route via the underbridge is accessible on the road itself but this poses a risk	This crossing is a regularly used public footpath crossing in the town of Needham Market in Suffolk. There is a high density of equality groups in the area. While there are community facilities in the area, none are served solely by the crossing, with alternative crossing points such as the underbridge at Hawks Mill street which is more central. There is a local campaign to	The proposal for this site is to close the level crossing and divert all users to the underpass, 550m to the south east of Gypsey Lane. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. However, greater consideration should be given to alternative solutions. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	since the assessment in March 2013 with none in the year prior to this. There have been no accidents or near misses reported at this site.	from on-coming cars. In order to avoid this, there are a set of steep steps or a steeply inclined hill, both of which could be serious risk to wheelchair users and others. The footbridge approximately 630m north west of this crossing is relatively accessible, with no stiles or steps but it does have an unpaved surface that may be difficult for some users with limited mobility.	oppose the construction of a footbridge to replace this crossing, arguing that it would negatively impact the local landscape, this group feels that whilst the crossing ought to be closed for safety reasons, a tunnel under the line is preferable.	in accidents at level crossings than other groups in society.	
Name: Haughley Green **Type:** Public footpath **Location**: 52.231531 0.964411	This site has an overall safety rating of C6. The glare from the sun and the high frequency of trains passing through this section of track, approximately 109 per day at speeds of up to 75mph, are the key risk factors for this site. The signage warning of these risks is the identified defence against these risks. It is estimated that approximately three people use this crossing each day. No accidents, near misses or incidents of user misuse have been reported.	While the pathways leading to the crossing is narrow, there are standard gates that should allow those with limited mobility or wheelchair users to pass through. The pathways leading to the crossing may be restrictive of these groups but that is more an issue with these routes being wooded and unpaved routes with uneven surfaces.	This crossing connects an established woodland pathway to several open, ploughed farm fields with grass pathways leading away from the crossing, continuing what is an apparent walking route with nothing in the area that it clearly serves. There is a moderate density of equality groups in this area. As there is no apparent use or benefit of this crossing in terms of social impacts, closure would seemingly not cause community severance issues.	The proposal is to extinguish the level crossing completely, and divert users to the road bridge 360m east, via footpaths parallel to the railway lines. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing completely, and divert users to the road bridge 360m east, via new footpaths parallel to the railway lines. The new path will be Public Rights of Way and would cut through relatively level farmland which may limit access for some users when muddy, e.g. people with impairments.	
				Alternative route (blue route): The proposal is to extinguish the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				crossing completely, and divert users to the road bridge 360m east. From the south, pedestrians would be diverted via a new footpath parallel to the railway line. As the new footpath would cut through relatively level farmland, access may be restricted for some users when muddy, e.g. people with impairments. From the north, pedestrians would be diverted to the road bridge via local highway routes. As this route incorporates level, tarmac roads, this diversion is unlikely to restrict access for any users. However, the lack of pedestrian footways along this route pose a safety risk for all users.	
Name: Hawk End Lane **Type:** Public footpath **Location**: 52.238806 0.909481	The overall risk rating for this site is C7. Approximately 110 trains per day use this stretch of track and travel at speeds of up to 75mph. It is for this reason that the high frequency of trains is a key risk factor for this crossing, along with the risk of glare from the sun. Signage warns users of the general risk they face and this is the only safety feature. It is estimated that approximately two pedestrians or cyclists use this crossing each day. There have been no recorded accidents, near misses or incidents of user misuse at this site.	Accessibility is an issue for this crossing as there is a stile on each side of the track which would exclude wheelchair users and those with limited mobility from accessing the crossing. The narrow alley that is the approach to the crossing would also restrict wheelchair users and those with pushchairs or young children as the overgrown grass and dilapidated fencing may pose a challenge to mobility and a risk to young children.	The crossing is a pedestrian only crossing that connects the back of a housing estate with an industrial estate on the other side of the railway line. It appears that access to the industrial estate is no longer available via this route but any access that there is to this employment land via this route will be negatively impacted by closing this crossing. There is a relatively high density of equality groups within the area. There are alternative routes that do not use this crossing, most notably the signal controlled level crossing less than 300m east of this crossing.	The proposal is to extinguish the level crossing completely, and divert all users either west along a proposed footpath to Parnell Lane level crossing. Alternatively pedestrians could walk east to the road crossing on Station Road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				crossing completely, and divert all users west to an underpass immediately next to Parnell Lane level crossing. Alternatively pedestrians could walk east to the road crossing on Station Road. To access the underpass from the south, pedestrians would use footpath W-234|013/0#2. To gain access from the north, a new Public Right of Way would be established parallel to the tracks (through fields) linking the underpass with Hawk End Lane level crossing – this would require creating access points overgrown shrubbery and existing fencing. To access the road crossing on Station Road from the north, pedestrians would use footpath W-234|011/0 and on to Station Road. Existing highway routes would be used to gain access from the south. Both routes are along level ground, however the western route may restrict access for some users with mobility impairments, or walking with pushchairs when muddy. As the Station Road route incorporates tarmac roads with pedestrian footways where there are higher volumes of traffic, this route is unlikely to restrict access for any users.	
				Alternative option (blue route): The proposal is to extinguish the level crossing completely, and divert all users east to the road crossing on Station Road. To access the road crossing on Station Road from the north, pedestrians would use footpath W-234|011/0 and follow Station Road to the crossing. Existing	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				highway routes would be used to gain access from the south. As this route incorporates tarmac roads with pedestrian footways where there are higher volumes of traffic, the Station Road diversion is unlikely to restrict access for any users.	
Name: Higham **Type:** Public footpath **Location**: 52.265343 0.553335	This crossing is infrequently used by pedestrians. The overall risk rating of this site is C9 with the high frequency of trains using the line and the risk of sun glare identified as key risk drivers at this site. The presence of signage is identified as the key safety feature at the crossing. There are approximately 104 trains using this line each day, travelling at speeds of up to 75mph. There have been no reported accidents, near misses or incidents or user misuse at this site, this may partly be attributable to the infrequency with which the crossing is used.	The accessibility of this crossing is severely limited by the approach roads being through uneven and occasionally muddy farmland that would pose a significant challenge to many wheelchair users and people with limited mobility. The uneven surfaces and obstacles to reach the crossing effectively exclude wheelchair users from accessing the crossing. The alternative crossing point, on Higham road is much more accessible as it is fully paved and largely level.	This crossing is an infrequently used pedestrian crossing that connects farmland adjacent to the A14. There is a low density of equality groups in the area. While there are certain businesses in the area such a childcare company, this crossing has no apparent value in providing access to it. This crossing connects a small area of farmland secluded from the surrounding area by the A14, the railway line and Higham Road to another area of farmland. Higham Road, which runs parallel to the pathway from this crossing, approximately 300m east, allows access to the surrounding area, while the pathway from the crossing leads to the edge of the A14 which pedestrians should not try to cross. These may contribute to the infrequency with which this crossing used.	The proposal is to extinguish the level crossing and divert all users to the road bridge 300m east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Higham Ground Frame **Type:** Public footpath **Location**:	The overall risk rating of this site is C7 with the high frequency of trains using the line and the risk of sun glare identified as key risk drivers at this site. The presence of signage is identified as the key safety feature at the crossing.	The accessibility of this crossing is severely limited by the approaching roads being through uneven and muddy farmland that would pose a significant challenge to many wheelchair users and people with limited mobility. The uneven	The level crossing is a public footpath in rural Suffolk, completely surrounded by agricultural fields. It connects a small area of farmland secluded from the surrounding area by the A14, the railway	The proposal is to extinguish the level crossing completely, and divert all pedestrian users to a road crossing roughly 700m west of Higham Ground Frame level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
52.264398 0.573941	There are approximately 104 trains using this line each day at speeds of up to 75mph. There have been no reported accidents, near misses or incidents or user misuse at this site, this may partly be attributable to the relative infrequency with which the crossing is used.	surfaces and obstacles to reach the crossing effectively exclude wheelchair users from accessing the crossing. The alternative crossing point, on Higham road is much more accessible as it is fully paved and largely level.	line and Higham road to another area of farmland. This crossing is used approximately twice a day, this is likely to be for recreational walking as there is no reason to use this crossing to access any specific destination. There is a low density of equality groups in the area, and therefore equality groups are unlikely to be affected as a result of the closure.	potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing completely, and divert all pedestrian users to a road overbridge roughly 700m west of Higham Ground Frame level crossing. From the north, pedestrians would follow footpath W-316|003/0 and join a new Public Right of Way along the A14 slip road leading to Coalpit Lane (a highway overbridge). An additional new Public Right of Way would be established on the southern side of the railway line (parallel to the track in adjacent fields) to allow pedestrians to connect with footpath W-127|006/0#1. Due to the uneven and potentially frequently muddy terrain, this route may limit access for some users, e.g. people with mobility impairments and parents with children in pushchairs.	
				Alternative option (blue route): The proposal is to extinguish the level crossing completely, and divert all pedestrian users to a road overbridge roughly 700m west of Higham Ground Frame level crossing.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				From the north, pedestrians would follow footpath W-316|001/0#1 to Coalpit Lane. Pedestrians would then be directed to a highway overbridge on Higham Road, before joining footpath W-316|005/0. Two new Public Rights of Way will be established: one connecting W-316|005/0 with W-127|006/0#1 and one linking W-127|006/0#1 to W-127|018/0. From here, pedestrians would have the option to travel northwards via New Road. The majority of this route is through agricultural land which is uneven and may limit access for some users. While some portions of this route is along tarmac highways, there is no designated pedestrian footways meaning all pedestrians will have to walk in the road or on grass verges – posing a safety risk.	
Name: Hillings Road **Type:** Public highway user worked crossing **Location**: 52.461621 1.674948	There are 33 trains per day that use this line at speeds of up to 55mph. This crossing has a risk rating of C4. This crossing has an estimated 6 vehicles crossing per day and a further 8 pedestrians or bicycles per day. This is considered a risk factor in the overall assessment of the risk of the site. The protection against the risk posed by this site is the presence of telephones for vehicles seeking to cross, the gates and the signage that alerts people to the risk.	The general accessibility of the crossing is relatively good, with separate pedestrian and vehicle gates each wide enough to accommodate a standard sized wheelchair or mobility scooter. The ground is a mixture of hard surface and pebbles that may cause some mobility issues but in general the crossing is accessible. The roads leading to the crossing on either side are less accessible as they are largely uneven and contain potholes that could cause problems for those with limited mobility. There are no notable community facilities around the crossing or any that are directly accessible by it.	This level crossing is a public road consisting of a gated vehicular crossing point and an adjoining gated pedestrian crossing point. The crossing connects the golf course on Marsh Lane to an area of woodland containing a limited amount of country tracks, leading to several fields and dykes. The reason that this crossing is there is likely to be largely used for leisure activities such as hiking. There are alternative crossings to both the west and east of this site that serve greater purposes to the local community. There are very few to no equality groups in the	The proposal is to downgrade the level crossing to a public bridleway only, thereby preventing public vehicles from using the crossing. This would decrease the risk rating, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			area.		
Name: Island **Type:** Public footpath **Location**: 52.001991 1.091607	The crossing is rated a B6 for overall risk, meaning that there is a significantly high risk to the individual and a medium risk to others. This high individual risk can be explained as being a result of the high frequency of trains that use this line, being approximately 286 per day travelling at speeds of up to 100mph, the low sighting time due to the bends in the track and glare from the sun that further reduces the vision of both train drivers and crossing users. Signs warning users of the risks they face and there are whistle boards positioned on each line. There are an estimated two pedestrians/cyclists who use the crossing each day.	The pathways leading to the crossing would be difficult for many people with limited mobility to use. Wheelchair users and people with pushchairs would not realistically be able to navigate stiles at each side of the crossing. This effectively excludes these groups from using the crossing.	This crossing is a public footpath level crossing that connects two fields with rudimentary footpaths formed of grass channels along the edges of cultivated fields. Farm houses and some community amenities, such as Bentley Church, located further beyond the fields. There is a relatively low density of equality groups in the area.	The proposal is to extinguish the level crossing, and divert all users to the overbridge 250m to the north, via the footpath running parallel to the railway lines. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Kelsale Red House Farm **Type:** Public footpath **Location:** 52.234946 1.506612	This level crossing is infrequently used. The overall risk rating of this site is D10, showing a significant gulf between the risks faced by individuals compared to other groups. The risk drivers identified at this site are risks of sun glare and of user misuses with signage noted as the key safety feature. There are approximately 33 trains that use this section of the line each day at speeds of up to 55mph. Despite the risks at the Kelsale Red House Farm site, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of the Kelsale Red House Farm crossing is poor, with unpaved and uneven access roads along farmland and stiles to access the crossing. Both of these features effectively exclude wheelchair users, people with pushchairs and those with limited mobility for whom the terrain and obstacles would be largely unnavigable. The alternative crossings are both more accessible, as the level crossing to the north east is fully paved, although some solo wheelchair users and others may find it difficult to open the gates on their own. The road bridge at Lowes Hill is accessible as while it does include a slight incline, it is fully paved and includes no stiles, steps or uneven ground.	This crossing is an infrequently used public footpath crossing near the village of Kelsale in Suffolk. There is a relatively low density of equality groups in the area. There are no community facilities in the area that are solely accessed through this crossing and the presence of two viable alternative crossing points further reduce the value of this particular crossing to the local area. There are two alternative crossings, a road bridge approximately 500m south west of this crossing at Lowes Hill and a gated, vehicle level crossing around 650m north east of this crossing. As both of	The proposal is to extinguish the level crossing, and divert all users to the vehicular crossing 650m north east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			these alternative crossings are situated at more central locations and connect roads rather than a path forged across farmland such as the Kelsale Red House Farm crossing, they appear to both provide more value to the local community and access to various parts of the local area.		
Name: Laceys **Type:** Public footpath **Location:** 52.080289 1.197494	Laceys crossing is currently used on average by 5 pedestrians a day, while approximately 35 trains, travelling at 55 mph, use this part of the network daily. In the twelve month period prior to November 2014, no incidences of misuse were recorded at the site. Due to the risks of sun glare for pedestrians, Laceys level crossing has acquired a risk rating of D6. Safety features of the crossing include signage and a stile gate on either side of the crossing.	The approach to both sides of the pedestrian gate is along small tracks through several fields, culminating in stile fences just before the railway. After the stile fences, there are steep wooden stairs leading down to the railway track itself. As such, it is highly unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing.	The level crossing at Laceys is a pedestrian crossing point linking two fields approximately 1km to the north of Rushmere St Andrew, a village on the outskirts of Ipswich. The crossing is not near any large settlement, and all buildings within a 500m radius of the crossing are farm buildings. It can be assumed that the majority of users for this crossing are farmers and farm workers accessing different fields. There is a low density of equality groups in the area. There is a vehicular bridge approximately 200m to the west of the level crossing.	The proposal is to extinguish the level crossing and divert all users to the bridge crossing 200m west, via the footpath running parallel to the railway lines. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Ladysbridge **Type:** Private user worked crossing **Location:** 52.036011 0.737684	Ladysbridge level crossing is a private crossing and is currently used infrequently by pedestrians and vehicles. Approximately 38 trains, travelling at speeds of up to 50mph, use this part of the network daily. In the twelve month period prior to June 2014, two near misses and seven incidents of misuse were recorded at the site. One user misuse has occurred since. Due to the risks of low sighting time and sun glare for pedestrians, as well as the	The approach to both sides of the pedestrian gate is along level dirt tracks, meaning that people with mobility issues should be able to access the crossing easily. It does not pose any restriction for any users as such, but some users may feel uncomfortable using the crossing after dark, as the track is fairly narrow, overhung by thick vegetation, and there are no lampposts along the path.	The level crossing at Ladysbridge is a private user worked crossing point on the outskirts of Sudbury, a market town in Suffolk. There are several businesses and community facilities within the immediate vicinity of the crossing, including a park, a leisure centre and Sudbury railway station. The crossing links Cornard Road, a busy street with several businesses, to some fields and the River	Due to the risk rating and incidents, the proposal is to extinguish the level crossing, and divert all users to the Sudbury Station crossing 150m west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	frequency of trains on this part of the network, Ladysbridge level crossing has acquired a risk rating of C9. Safety features of the crossing include signage, gates and a telephone for pedestrian users.		Stour on the other side of the line. There is a high density of equality groups within the area. The nearest alternative crossing is at Sudbury railway station, approximately 150m west from Ladysbridge crossing.		
Name: Leggetts **Type:** Public footpath **Location:** 52.241405 0.994413	An estimated two pedestrians use this level crossing daily. The overall risk rating of this crossing is C7 with the high frequency of trains and sun glare identified as key risk drivers and signage noted as key protection at this site. There are approximately 86 trains using this line each day, travelling at speeds of up to 100mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor as the site incorporates stiles to access the line from both sides. This excludes wheelchair users and people with limited mobility or visual impairments from using the crossing. The access routes to this crossing are also largely inaccessible to wheelchair users as the pathways are prone to mud and on uneven ground at the perimeter of farm fields. The alternative crossing is much more accessible as it uses flat and paved approach roads without stiles, steps or inclines to reach the crossing which is itself paved.	This crossing is a pedestrian crossing between two areas of farmland between Haughley Green and Ward Green in Suffolk. There is a relatively low density of equality groups within a 1km radius of this level crossing. Additionally, there are no community facilities in the area that this crossing provides access to. There is an alternative crossing less than 600m south west of this crossing which is a traffic signal controlled level crossing with half barriers. This alternative crossing connects roads that serve all houses and farms in the area that may have used this crossing.	The proposal to close and extinguish the level crossing is unlikely to have any negative impacts on the community given the infrequency of its use and the availability of alternative crossing points nearby. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Levington Heath **Type:** Public footpath **Location:** 52.011127 1.271984	Levington Heath level crossing is infrequently used by pedestrians. Approximately 102 trains cross this part of the network each day travelling at speeds of 75mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and frequent trains. Safety protection consists of signage only. The crossing has a risk rating of C9.	On the north side the crossing is accessed from an unnamed road via a short public footpath of approximately 20m, the path is grass/dirt and narrow. Access to the crossing is blocked off by a fence stile; this is considered to be inaccessible for wheelchair users or users with pushchairs. It is also likely to prove challenging for any users with mobility difficulties. The crossing itself is flat and gravelled. On the south side of the crossing there is another fence stile and the	Levington Heath is a public footpath level crossing in Stratton Hall, Suffolk. The crossing provides access between an unnamed road to the north and agricultural fields to the south. There are no community facilities in the area however there is a residential building on the opposite side of the road to the footpath. There is a low density of people from equality groups living with 1km of the crossing.	The proposal is to extinguish the level crossing and provide an alternate route. There is a vehicle level crossing 560m north west. Therefore, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		path is overgrown with ferns. The path leads through to agricultural fields which are uneven and overgrown in some places.	The nearest alternative crossing point is 560m north west of the crossing via a road bridge. It is unlikely that any community severance impacts will arise as a result of the closure.		
Name: Lords No.29 **Type:** Public footpath **Location:** 52.236003 0.926073	The overall risk rating of this crossing is C6 with the high frequency of trains and sun glare noted as key risk drivers and the presence of signage identified as key mitigation of this risk. This site has approximately 109 freight and passenger trains travelling at speeds of up to 75mph along this line each day. Despite the risks, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor as the approaches are narrow, uneven and muddy tracks that run along fields in dense farmland. This has the effect of making access difficult for many people with limited mobility or those who use wheelchairs. Similarly, the presence of stiles and steps to access the crossing itself also restrict and exclude users with limited mobility and those who use wheelchairs as well as people with pushchairs who would not realistically be able to navigate the stiles and steps. The alternative route via the footbridge is more accessible as it uses ramps rather than steps to access. These ramps take the form of long and unpaved pathways that may be a significant challenge to people with limited mobility or wheelchair users. This alternative crossing remains more accessible as the level crossing in question here.	This is a pedestrian level crossing just outside Elmswell in Suffolk. There is a high density of equality groups in the area but this crossing does not provide access to any community facilities, homes or businesses. This crossing is used an estimated six times a day and due to the surrounding area and its distance from community facilities, homes and businesses. It is likely that these uses are for recreational travel such as walking or cycling. There is an alternative route over the railway line via a footbridge approximate 220m west of this crossing that could take the additional capacity of this crossing were it to be closed. Both this crossing and the alternative one lead to the same field, so recreational users of this crossing would not be too severely impacted by its closure.	Due to the isolated location and the availability of the nearby footbridge, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Lox Farm **Type:** Public footpath **Location:**	Lox Farm level crossing is a public crossing and is currently on average by 9 pedestrians and cyclists a day. Approximately 35 trains travelling at 55 mph use this part of the network daily. In the twelve month period prior to June	The approach to the pedestrian gate on both sides is through fields, culminating in stile fences on both sides just before the railway. As such, it is highly unlikely that any users with mobility issues, people with pushchairs or in	The level crossing at Lox Farm is a rural pedestrian crossing point approximately 1.5km north of Kesgrave, a suburb of Ipswich, and 60m south of the village of Little Bealings. There are no businesses or	The proposal is to extinguish the level crossing, and divert users to the alternative crossing mentioned above – though footpaths would need to be established. Network Rail will explore, consult on and take all actions that are possible to mitigate against the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
52.079976 1.248785	2014, no near misses or incidents of misuse were recorded at the site. Due to the risks of sun glare and misuse, Lox Farm level crossing has a risk rating of D6. Safety features of the crossing include signage.	wheelchairs/mobility scooters currently use the crossing, and it is most likely used by farmers, farm works and walkers.	community facilities within the immediate vicinity of the crossing. There is a low density of people from equality groups living with 1km of the crossing. The nearest alternative crossing is a pedestrian and vehicle crossing approximately 360m east of Lox Farm level crossing. People accessing businesses and community facilities are more likely to use this crossing, as it has better connections to the surrounding area in the form of roads and footpaths.	potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Martlesham **Type:** Public footpath **Location**: 52.081116 1.284689	Martleham level crossing is a public footpath crossing and is used on average by 10 pedestrians and cyclists a day. Approximately 34 trains travelling at 55 mph use this part of the network daily. In the twelve month period prior to June 2014, no near misses or incidents of misuse were recorded at the site. Due to the risks of sun glare and misuse, Martlesham level crossing has a risk rating of D6. Safety features of the crossing include signage.	The approach to the pedestrian gate on both sides is through fields, culminating in a stile fence on both sides before a staircase leads up to the railway itself. As such, it is highly unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing, and it is most likely used by farmers, farm works and walkers.	The level crossing at Martlesham is a rural pedestrian crossing point in Suffolk, approximately 200m north of Martlesham and 500m south-east of Woodbridge. The crossing is completely surrounded by farmland and there are no businesses or community facilities within the immediate vicinity of the crossing. There is a low density of equality groups within the area. The nearest alternative crossing is a pedestrian and vehicle underpass at Top Street, and a pedestrian underpass approximately 150m west of Martlesham level crossing. People accessing businesses and community facilities are more likely to use this underpass, as it has better connections to the surrounding area in the form of roads and footpaths.	The proposal is to extinguish the level crossing and associated footpath running north. All users will be diverted to the pedestrian underpass crossing 150m west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Mayfield	The overall risk rating of this site is	The accessibility of the Mayfield	This crossing is an infrequently	The proposal is to extinguish the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Low **Type:** Public footpath **Location**: 52.392217 1.541922	D11, showing a significant gulf between the risks faced by individuals compared to other groups. The risk drivers identified at this site are sun glare and misuse with signage noted as the key safety feature. There are approximately 33 freight and passenger trains that use this section of the line each day at speeds of up to 55mph. The risks at both alternative level crossings are similar as they are on the same line but while the crossing to the south of the Mayfield Low site is similarly dangerous, the signal controlled crossing to the north east has visual warnings of oncoming trains that makes this a safer crossing. Despite the risks at the Mayfield Low site, there have been no reported accidents, near misses or incidents of misuse at this site.	Low crossing is poor, with unpaved and uneven access roads along farmland to access the crossing. This terrain effectively excludes wheelchair users, people with pushchairs and those with limited mobility for whom the terrain would be largely unnavigable. The alternative crossings have different levels of accessibility. The level crossing to the north east is fully paved while the level crossing to the south is similarly inaccessible as the Mayfield Low crossing due to the access to it being provided through unpaved farmland.	used public footpath crossing near the village of Brampton in Suffolk. There is a medium density of equality groups in the area. There are no community facilities in the area that are solely accessed through this crossing. There are two alternative crossings, a signal controlled level crossing approximately 350m north east of this crossing at Station road near Brampton railway station and a vehicle level crossing around 420m south west of this crossing. As both of these alternative crossings are situated at more central locations and connect roads rather than a path forged across farmland such as the Mayfield Low crossing, they appear to both provide more value to the local community and access to various parts of the local area.	crossing and the associated footpath running south east. All users will be diverted along the footpath parallel to the railway (north east) to the alternative road crossing on Station Road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Mells **Type:** Public footpath **Location**: 52.330651 1.512083	The overall risk rating of this site is D11 with sun glare and the potential for user misuses identified as key risks and the signage warning users of these risks is key defence against some of this risk. Approximately 21 trains use this line per day at speeds of up to 45mph in the northern direction and 55mph to the south. There have been no reported accidents, near misses or incidents of misuse at this crossing. The safety record of this crossing over recent years could be at least partly attributed to the infrequency with which this	The accessibility of this crossing is poor, with the extensive use of stiles and steps making the crossing entirely inaccessible for wheelchair and mobility scooter users. These obstacles will also make using the crossing more difficult for users with limited mobility or those with babies in pushchairs. The overgrown woodland pathways also reduce the accessibility of the crossing to people with limited mobility as the lack of firm ground with a reliable surface can cause significant challenges to their ability to	The crossing is a footpath connecting Halesworth golf club with a patch of land next to Bramfield Road, the A144. There is no apparent purpose or social benefit from this crossing as it does not provide access to the entrance to the golf club nor does it to any other facilities. There is a low density of equality groups within the area.	The proposal is to extinguish the level crossing and footpath running parallel to the railway, and divert all users to the crossing 200m south. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	crossing is used.	navigate through these areas.			
Name: Melton Bromswell **Type:** Public footpath **Location**: 52.113242 1.356902	The overall risk of this crossing was classified as D7 with sun glare and user misuses highlighted as key risk drivers. The signage is identified as some protection against the risks posed by this site. This crossing sees approximately 35 trains use the track per day at speeds of up to 55mph. It is estimated that two pedestrians or cyclists use the crossing each day. Despite the risks at this crossing, no accidents, near misses or incidents of misuse have been reported at this site.	The accessibility of this crossing is poor, with the use of stiles, narrow bridges and uneven ground causing exclusion of users with limited mobility or who use a wheelchair from accessing the crossing. People with pushchairs would also struggle to navigate this site and there is a distinct risk in slipping on the verges that lead to the track as there is an incline with no stable surface on which people can walk. The risk of falling on this uneven surface is exacerbated by the risk of falling onto the railway line.	The Melton Bromswell crossing in Suffolk connects two areas of farmland in an area with no community facilities that require the crossing in order to be accessed. This crossing is in the middle of several fields and appears unlikely to serve any purpose for commuting; it would be more likely to be used for recreational travel. There is a medium density of equality groups in the area.	The proposal is to extinguish the level crossing and divert all users to an underpass 370m to the south west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Mutton Hall **Type:** Public footpath **Location**: 52.23349 0.947686	The overall risk rating for this site is C6 with the high frequency of trains and sun glare identified as key risk drivers with signage noted as key protection against some of this risk. This crossing sees approximately 109 passenger trains per day, travelling at speeds of up to 75mph. This crossing is used an estimated three times per day. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this site is limited by the narrow, uneven and overgrown pathways from which the crossing is reached and the presence of stiles which collectively exclude wheelchair users, people with pushchairs and those with impaired vision or mobility who would be at an unduly great risk from attempting to cross. The alternative crossing point at the bridge is much more accessible as it is fully paved and requires no stiles or steps to cross the line.	This crossing is a pedestrian crossing at Base Green, east of Elmswell in Suffolk. There is a medium density of equality groups in the immediate environs of this crossing. There are no community facilities, homes or businesses reached solely by this crossing. There is a bridge over the line less than 200m from this crossing which offers a safer and more accessible alternative.	The proposal is to extinguish the level crossing and divert all pedestrian users to the bridge 200m to the east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Notcutts Nursery **Type:** Private footpath **Location**: 52.081012 1.301561	Notcutts Nursery is infrequently used by pedestrians as the crossing is not accessible to the public. Approximately 35 trains cross this part of the network each day travelling at speeds of 55mph. No incidents have been recorded at this crossing. The main risk factors for the crossing are sun glare and misuse. Safety protection consists of signage only. The	On the south side the crossing is accessed via private land. The crossing is very difficult to access; there is a wire fence blocking the approach to the crossing – users may step over this but not without difficulty. There is a short (<5m) path uneven path up to the crossing which is at a very steep gradient which any user would find challenging to climb. At the top of	Notcutts Nursery is a private footpath level crossing located in Woodbridge, Suffolk. The crossing provides access between private land to the south and agricultural fields to the north. The crossing is not accessible to the public and does not provide access to any community facilities. It is therefore unlikely that any	Due to the infrequency of use, the proposal is to extinguish the level crossing without providing an alternative route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	crossing has a risk rating of D10.	the path there is a stile. On the north side of the crossing there is another stile; access to the crossing is through an agricultural field with no formal path.	community severance impacts will arise as a result of the closure of this crossing. There is a relatively high density of people from equality groups living with 1km of the crossing.	at level crossings than other groups in society.	
Name: Orchard **Type:** Public footpath **Location**: 52.14716 1.393914	The overall risk rating of this site is D6 with sun glare and the risk of user misuses identified as key risk drivers for this site. Signage warning users of the these risks is seen as a protection against this risk, although with no audible alarm or live warning system, users with visual impairments remain at risk. Each day, there are approximately 35 trains, travelling at speeds of up to 55mph along this line. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse.	The accessibility of this crossing is poor as the access routes are along muddy, uneven and narrow tracks along areas of farmland. This will likely deter many people with limited mobility and exclude wheelchair users and people with pushchairs. A similar effect will be experienced at the crossing itself where the presence of stiles and uneven, muddy inclines separate the crossing from the fields. These will both have the effect of excluding wheelchair users from accessing the crossing as many will be entirely unable to use the stiles and may face undue risk from the sloping approaches to the railway line. Users with visual impairments may also face an unduly great risk with this terrain. The alternative route is more accessible as it has fully paved pathways and no stiles or steps to navigate in order to access it. While the crossings would add time and distance onto a journey, the additional distance is not too great and would be unlikely to deter visitors from the area.	This crossing is a pedestrian level crossing on a recognised walking route near Wickham market railway station in Suffolk. There is a high density of equality groups in the area. Despite this, there are no community facilities, homes or businesses that are reached directly through this crossing. This crossing is used approximately eight times a day; many of these will be recreational uses by walkers or cyclists as this crossing contains signs indicating that it is part of the East Suffolk Line Walks route. The alternative method of crossing the railway line is an underbridge at Loudham Hall road approximately 440m south west of this crossing.	The proposal is to extinguish the level crossing, along with the associated footpath south east from the crossing, and divert all users to Loudham Hall Road 440m south of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Pannington Hall **Type:** Public footpath **Location**:	Pannington Hall level crossing is infrequently used by pedestrians. Approximately 184 trains cross this part of the network each day travelling at speeds of 100mph. No incidents have been recorded at this crossing. The risk factors for	The approach to the crossing is through fields which are completely unsurfaced (i.e. mud). The surface is uneven and is not accessible to wheelchairs or pushchair users. The crossing itself is fenced off - on both sides users have to step over	Pannington Hall level crossing is a public footpath level crossing in Wherstead, Suffolk. A moderate density of people from equality groups live within a 1km radius of the crossing.	As alternative routes over the railway line are available (via The Street 300m west, and via a pedestrian underpass 670m east of the level crossing), Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
52.021992 1.117282	this crossing are low sighting time, sun glare and frequent trains. As such, the crossing has a risk rating of C8. Safety protection at this crossing consists of signage and whistle boards provided on the rail approaches.	a fence stile to access the crossing and walk down 12 steps to reach the railway line. The crossing would be difficult to access for any users with mobility difficulties.	The crossing provides access between agricultural fields to the north and south. On the south side of the crossing agricultural fields lead to a visitor farm and clothes retailer approximately 480m from the crossing. There are no other community facilities in the area. There is an alternative crossing point around 300m west of the crossing via a vehicle bridge on The Street. It is therefore unlikely that community severance impacts will arise as a result of the closure of this crossing.	impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): This route would divert users on either side of the level crossing to an existing railway underpass located approximately 670m north east of the level crossing. From the west, users would follow footpaths E-559|032/0 and E-559|001/0#1, and through the underpass to join footpath E-559|001/0#2. A new Public Right of Way would be established to connect the latter footpath to bridleway E-559|041/0. This would add approximately 800m walking distance. This route is unlikely to be fully accessible as it requires users to go through a portion of uneven field.	
				Alternative option (blue route): This route would divert users on either side of the level crossing to a highway overbridge located approximately 310m south west of the level crossing. From the west, pedestrians would	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				follow footpath E-559|033/0 linking to The Street. A new Public Right of Way would be established in the adjacent field margin, running parallel to The Street, to join bridleway E-559|041/0. Though this route is level, it is unlikely to be fully accessible as it requires users to go through a portion of agricultural land which may become muddy at certain times of the year.	
				Alternative option (green route): This route would divert users on either side of the level crossing to a highway overbridge located approximately 310m south west of the level crossing. From the west, pedestrians would follow footpath E-559|033/0 linking to The Street. A new Public Right of Way would be established in the adjacent field margin, running parallel to railway line, to join the existing footpath on the eastern side of the level crossing. This would take pedestrians up to bridleway E-559|041/0. Though this route is level, it is unlikely to be fully accessible as it requires users to go through a portion of agricultural land which may become muddy at certain times of the year.	
Name: Paynes **Type:** Public footpath **Location**: 52.298019 1.049399	The overall risk rating for this site is C6 with the high frequency of trains and the sun glare identified as key risk drivers with signage as the key protection. At this section of the line there are approximately 90 passenger and freight trains each day, travelling at speeds of up to 100mph. It is estimated that there is an average of four users of this	The accessibility of this crossing is poor as the approach route consists of narrow and uneven pathways along farmer's fields that reduce the ability of wheelchair users and people with limited mobility from accessing the crossing. This is exacerbated by the presence of stiles and steps via which the line is reached. These	This crossing is a footpath crossing that connects two areas of farmland, loosely between Star House farm and Red House farm south west of Gislingham, Suffolk. There is a low density of equality groups in the area. It is unlikely from the layout of this area that many people use this crossing	The proposal is to extinguish the level crossing and associated footpath, and divert all users to the bridge crossing 350m north east. It is more accessible as it includes a more level road surface without obstacles such as steps or stiles. There is a steep incline, however, which may cause accessibility problems. Despite this, Network Rail will explore, consult on and take all	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	crossing each day. There have been no reported accidents, near misses or incidents of user misuse at this site.	have a significant impact on people with limited mobility or wheelchair users who will not be able to navigate these obstacles to use the crossing. This is also the case for users with visual impairments.	to access community resources.	actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing and associated footpath, and divert all users to the bridge crossing 350m north east. From the west, pedestrians would follow footpaths W-267|026/0#1, W-267|026/0#2, W-267|027/0#2 and W-267|029/0 to the bridge. A new Public Right of Way would be established alongside the railway line to allow pedestrians to connect with footpath W-267|022/0 on the eastern side of the level crossing. Due to the uneven and potentially frequently muddy terrain, this route may limit access for some users, e.g. people with mobility impairments and parents with children in pushchairs.	
				Alternative option (blue route): The proposal is to extinguish the level crossing and associated footpath, and divert all users to the bridge crossing 350m north east. From the west, pedestrians would follow footpaths W-267|026/0#1, W-267|026/0#2, W-267|027/0#2 and W-267|029/0 to the bridge. A new Public Right of Way would be established approximately 300m east of the bridge, connecting pedestrians to footpath W-	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				267|022/0 on the eastern side of the level crossing. Due to the uneven and potentially muddy nature of the terrain, this route may limit access for some users, e.g. people with mobility impairments and parents with children in pushchairs. .	
Name: Pettistree **Type:** Public footpath **Location**: 52.133403 1.382414	The overall risk rating of this site is D7 with the risks of sun glare and misuse highlighted as key risk drivers for this site. The presence of signage is identified as a key protection against some of this risk. Despite there being no people living within a 1km radius of this crossing, there are an estimated two users a day, either cycling or walking. This section of the line sees approximately 35 trains per day, operating both freight and passenger services at speeds of up to 55mph. Despite these risk factors, there have been no reported accidents, near misses or incidents of misuse at this crossing.	The accessibility of this site is poor as the access routes consist entirely of overgrown, grassy and uneven ground that would present a significant challenge to those with limited mobility. The use of stiles and the presence of sloping grass verges to reach the crossing itself will have a similar effect and will also exclude wheelchair users, mobility scooter users and people with pushchairs from using the crossing.	This crossing is a pedestrian crossing that connects two areas of farmland north west of Rendlesham in Suffolk. There are no people living within a 1km radius of the site. This crossing does not provide any access to community facilities as there are none in the area. There is an alternative route to the same area approximately 320m south west of the crossing where an underbridge route presents a viable alternative.	The proposal is to extinguish the level crossing and divert all pedestrian users to the aforementioned underpass. They also have limited access for equality groups; however Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Rectory Road **Type:** Public highway automatic half barriers **Location**: 52.324936 1.075616	The overall risk rating for this site is F8 with the risks of sun glare and the high frequency of trains identified as key risk drivers with 84 trains per day, operating both freight and passenger services at speeds of up to 100mph. This site has several key safety features such as the half barriers and traffic lights that warn of approaching trains. Half barrier systems do have the potential of allowing greater levels of user misuse as the barriers only cover one lane each, leaving a gap on each side of the track. Despite this, there have been	The accessibility of the crossing is generally good, with paved pathways and no restrictive gates or stiles. This can also be said of the alternative crossing points at Mellis road as both crossings are primarily vehicle crossings that can also serve as a pedestrian crossing point. As this is the case, the surfaces are paved and smooth and so would allow people with limited mobility and wheelchair users to access the crossing.	This crossing connects two areas of Mellis, Suffolk, each side containing houses and businesses. There is a high density of equality groups in the area. This crossing is a vehicle and pedestrian crossing with automatic half barriers and traffic lights to control them. The crossing sees approximately 14 vehicles a day making the crossing with infrequent pedestrian use. Despite this, the crossing constitutes a key access route to the eastern side of the line.	The proposal is to close the vehicular crossing, and downgrade it to footpath only. As pedestrian access is maintained, disproportionate adverse impacts are likely to be minimal. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	no reported incidences of misuse nor have there been any reported accidents or near misses at this site.		The proposal is to keep pedestrian access across the railway by retaining a footpath crossing. There is an alternative crossing nearly 600m north east of this crossing, at Mellis road but this would add significant journey time onto pedestrian trips that would take a matter of seconds with the current crossing at Rectory Road. This is particularly the case with regards to accessing the St Mary the Virgin church from the opposite side of the line, a journey to which the alternative route via Mellis road would add an extra nearly two kilometres, an addition that may deter some, especially elderly or less mobile travellers, potentially depriving those congregants of access to their church, which may also have a use as a community facility.		
Name: Redisham **Type:** Public footpath **Location**: 52.406418 1.546294	The overall risk rating for the site is D6 with the risks of sun glare and user misuses highlighted as key risk drivers. The presence of signage is noted as the key mitigation against these risks. This length of the line sees approximately 33 trains per day, travelling at speeds of up to 55mph. It is estimated that eight pedestrians or cyclists use the crossing each day and despite the risks highlighted at this site, there have been no reported accidents, near misses or incidents of user misuse.	The accessibility of this crossing is poor as the site contains stiles either side of the track in order to access the crossing. Stiles exclude wheelchair users and many with limited mobility from using the crossing and this exclusion is exacerbated by the grass covered and overgrown pathways and inclines that must be navigated in order to reach the crossing.	This crossing is a pedestrian crossing that connects two areas of farmland. There is a low density of equality groups in the area. This crossing is located a significant distance from any buildings and therefore does not provide access to homes or community facilities.	The proposal is to extinguish the level crossing, and divert all pedestrian users south, along the footpath, to the alternative underbridge crossing. The underbridge route still requires access via the overgrown and uneven paths along the edges of fields that would be difficult for many with limited mobility to navigate. The underbridge itself has an uneven surface with several potholes that would similarly cause difficulty for such users. All access to this crossing requires users to walk across fields with few established pathways directing users to the safe way to cross. However, Network Rail will explore, consult on	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Saxmundham **Type:** Public footpath **Location**: 52.22035 1.49673	Saxmundham is infrequently used by pedestrians. Approximately 33 trains cross this part of the network each day travelling at speeds of 55mph. No incidents have been recorded at this crossing. The main risk factors for this crossing are sun glare and user misuses. Safety protection consists of signage only. The crossing has a risk rating of D10.	Access to the crossing is via agricultural fields on both sides, the immediate approach to the crossing is at a slight gradient and access to the crossing involves stepping over a fence stile. On one side of the crossing the path through the field is overgrown and the path to the crossing is therefore difficult to access. Due to the presence of stiles on both sides of the crossing Saxmundham is not currently accessible to wheelchair users and is likely to present difficulties to anyone with mobility impairments.	Saxmundham is a public footpath level crossing in Saxmundham, Suffolk. The crossing is located half a kilometre north east of the village of Saxmundham and provides access between agricultural fields to the east and west. There is an alternative crossing point 440m north east of the crossing via the road bridge on Clayhills Road. Saxmundham level crossing does not provide access to any community facilities. It is therefore unlikely that any community severance impacts will arise as a result of the closure of this crossing. There is a high density of people from equality groups living with 1km of the crossing.	The proposal is to extinguish the level crossing and western footpath. All pedestrian users will be diverted northwards parallel to the railway tracks to the road bridge crossing located 440m away. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Sea Wall **Type:** Public footpath **Location**: 51.955812 1.070272	The overall risk rating for this site is C4 with the risks of sun glare and the high frequency of trains identified as key risk factors. There are approximately 286 trains per day using this section of track, travelling at speeds of up to 100mph. The presence of signage and whistle boards are noted as key safety features at this site. It is estimated that approximately 12 pedestrians or cyclists use the crossing each day and despite the	The accessibility of this crossing is limited by the unpaved, uneven path from which the crossing can be reached. This would have the effect of reducing the ability of users with limited mobility or who use a wheelchair from accessing the crossing.	The Sea Wall level crossing connects a coastal walking route with an industrial estate in Brantham, Suffolk. This route does not serve a clear purpose or provide access to anywhere specifically. This crossing appears to be principally part of the walking route as there are no houses or businesses that would use this crossing as an access route. The industrial estate may have been reached	The proposal is to extinguish the level crossing and the footpath running to the west. All pedestrian users would be diverted around the industrial area to an underpass 410m to the west. The total diversion would add on 2.2km, however Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	risks, there have been no reported accidents, near misses or incidents of user misuse at this crossing.		via this crossing previously but as there are no longer homes in the area, this appears to no longer be the case. There is a relatively low density of equality groups in the area. There are no apparent alternative crossing points at this site.	involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): To cross the railway line from the south eastern side of the level crossing, all users would be diverted around the industrial estate (in a south westerly direction via a new Public Right of Way) to an underpass located 410m down the line. From here, users will walk through a derelict part of the industrial estate before joining Factory Lane 325m away. Until it reaches the underpass, this route follows the river front which may limit access for all those unable to navigate the uneven ground along the route. The width and manageability of this route may be reduced further by tidal changes. Users wishing to travel north-east from the level crossing would be diverted along the river front on footpath E-159|013/0.	
				Alternative option (blue route): To cross the railway line from the south eastern side of the level crossing, all users would be diverted north east, along a new Public Right of Way, to a level footbridge located 750m along the railway line. The new PROW would run parallel to the railway line through adjacent fields. This route requires users to navigate	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				across reed beds, a stream and fields which may become muddy – all of which will very challenging without adequate provision. These features will reduce access for some users, particularly children and people with impairments. The route also incorporates a gradient to access footpath E-159|012/0 toward the bridge. Upon crossing the footbridge, all users will be diverted south west along an existing restricted byway (E-159|014/0), which should pose no restriction to any users.	
				Alternative option (green route): From the south eastern side of Sea Wall level crossing, all users would be diverted around the headland (in a south westerly direction via a new Public Right of Way) to an underpass located 715m down the line. From here, users will continue along the water front, eventually connecting to Factory Lane. The total diversion would increase walking distances by 2.2km. This route is along the river front which appears to be relatively level for most of the proposed path. However, the width and manageability of this route may be reduced by tidal changes and wet weather, posing particular challenges to those requiring level access. Users wishing to travel north-east from the level crossing would be diverted along the river front on footpath E-159|013/0.	
				Alternative option (orange route): From the north western side of Sea Wall level crossing, all users would be	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				diverted north eastward, via Factory Lane (an existing byway), toward a footbridge located 750m along the railway line. This route requires users to walk along a tarmac road and through an industrial area to the level footbridge. This is likely to pose any restriction for users. Upon crossing the footbridge, all users will be diverted west along an existing footpath (E-159|012/0). Footpath E-159|012/0 incorporates a level dirt road for 200m, and is a grass track thereafter. The grass path may prove difficult to manage for those with reduced mobility, particularly when muddy.	
				Alternative option (purple route): To cross the railway line from the south eastern side of the level crossing, all users would be diverted around the industrial estate (in a south westerly direction via a new Public Right of Way) to an underpass located 410m down the line. From here, users will walk through a derelict part of the industrial estate before joining Factory Lane 325m away. Up until the underpass, this route is along the river front which may limit access for all those unable to navigate over tributaries along the route. The width and manageability of this route may be reduced further by tidal changes. Users wishing to travel north-east from the level crossing would be diverted north east, along a new Public Right of Way, to join footpath E-159|012/0 750m away.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				This new PROW would run parallel to the railway line through adjacent fields. This route requires users to navigate across reed beds, a stream and fields which may become muddy. These features will reduce access for some users without adequate footway provision, particularly children and people with impairments. The route also incorporates a gradient to access footpath E-159|012/0. As such, this route may be prove challenging to navigate for some users, particularly children, parents with pushchairs and people with impairments.	
Name: Shalford Meadow **Type:** Public footpath **Location**: 52.01154 0.747602	Shalford Meadow level crossing is infrequently used by pedestrians. Approximately 38 trains cross this part of the network each day travelling at speeds of 50mph. No incidents have been recorded at the crossing however the main risk factor for the crossing is user misuses. Safety protection consists of signage only. The crossing has a risk rating of D11	The crossing itself is flat and gravelled. The approach to the crossing is via grass fields on both sides, on the immediate approach to the crossing there are siles on both sides. The crossing is therefore inaccessible to people using wheelchairs or pushchairs; it is also likely to present challenges for any users with mobility difficulties.	Shalford Meadow is a public footpath level crossing in Little Cornard, Suffolk. The crossing provides access between fields to the east and west, there are a small number of residential houses to the east side of the crossing. On the east side the crossing is accessed via a field between Bures Road and the railway line. The field is well-kept and flat, there is no path marked out from the road to the crossing. On the west side the crossing is accessed via a grass field, there is no marked path but the surface is relatively flat. The crossing does not provide access to any community facilities. There is an alternative crossing point located nearby at Casefields level crossing approximately 70m south east of the crossing; it is therefore	The proposal is to extinguish the level crossing and divert all pedestrian users around the field immediately south, and re-join the footpath via a pedestrian footbridge 410m south-west of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			unlikely that closing the crossing will have any community severance impacts. There is a high density of people from equality groups living with 1km of the crossing.		
Name: Shepherd and Dog **Type:** Public footpath **Location**: 52.027493 1.230274	Shepherd and Dog level crossing is infrequently used by pedestrians. Approximately 73 trains cross this part of the network each day travelling at speeds of 75mph. No incidents have been recorded at the crossing. Risk factors for this crossing are frequent trains and sun glare. Safety protection consists of signage only. The crossing has a risk rating of C10.	Access to the crossing on the north side is via a narrow public footpath which is unpaved and fenced on both sides. On the immediate approach to the crossing there is a manually operated wooden gate (on both sides) and gravel path, the south side of the crossing leads out to a field via a short gravel path. Due to these, wheelchair users and people with pushchairs are likely to have difficulty using this crossing. The crossing and approach is flat and is therefore unlikely to present any particular difficulties for other users with minor mobility issues. The approach to the alternative crossing point via Routs Uwcm level crossing is wide, flat and paved.	Shepherd and Dog is a public footpath level crossing in Purdis Farm, Suffolk. The crossing provides access between residential housing and Felixstowe Road (A1156) to the north and agricultural fields to the south. There is a high density of people from equality groups living with 1km of the crossing. There is an alternative crossing point around 70m west of Shepherd and Dog via Routs Uwcm level crossing. Routs Uwcm provides access for vehicles, pedestrians and cyclists between Felixstowe Road on the north side of the crossing and an industrial park and lorry park on the south side of the crossing. It is therefore unlikely that any community severance impacts will arise as a result of closure of the crossing.	The proposal is to extinguish the level crossing, and divert all users to a vehicular crossing, 70m to the west. Safety here will be improved by adding a pedestrian gate to the existing crossing. Therefore, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Spratts Water **Type:** Private user worked crossing **Location**: 52.463802 1.683742	The overall risk rating of this site is C4 with the large number of users identified as the key risk driver. This risk is mitigated by the gates, signage and telephone for the drivers of vehicles to ring ahead to find a safe opportunity to cross the line. There are approximately 33 trains that use this crossing each day; travelling at speeds of up to	The accessibility of this site is generally good with approaches that, while they are unpaved, should be level and solid enough to provide relatively easy access to wheelchair users and those with limited mobility. There are kissing gates for pedestrians at the crossing that are wide enough to provide access to most	This crossing is a public road, user worked crossing in Carlton Colville, west of Lowestoft in Suffolk. There is a medium density of equality groups in the area. This crossing is used regularly, with several vehicles and pedestrians or cyclists using the crossing each day. Despite this, the crossing does	The alternative crossing, 750m east of this site is a signal controlled crossing at Burnt Hill Lane that provides access to the same area as the Spratts Water crossing but with more safety features. The proposal is to downgrade the level crossing to a bridleway only, yet keep the rights for private vehicles. This would improve the safety rating of the crossing, and Network Rail will explore,	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	55mph. Despite the risks at this site, there have been no reported accidents, near misses or incidents of misuse.	wheelchairs although some may find these gates difficult to navigate. The approach roads may pose a challenge to some users as these roads are uneven in areas and prone to mud and contain potholes.	not provide access to community facilities.	consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Stacpool **Type:** Public footpath **Location**: 52.139238 1.074347	The overall risk rating of this site is C5 with the risks of sun glare and the high frequency of trains identified as key risk drivers and the presence of signage is identified as the key mitigation of these risks. This section of the line sees approximately 205 trains, travelling at speeds of up to 100mph, each day. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse.	The accessibility of the Stacpool crossing is limited by the presence of stiles, narrow pathways and grassy inclines that have the effect of reducing the ability of those with limited mobility or who use a wheelchair to access the site. These features may also exclude users with impaired vision who face an additional risk from the layout of the crossing and from trains that do not give an audible warning of their approach.	This crossing is a pedestrian crossing that connects a side road off Lower Street, the B1113 to an area of fields and a small quarry currently owned and operated by Lafarge tarmac. Access to this crossing is made through a gate which can be closed at times by the operator Lafarge tarmac. There is a relatively low density of equality groups in the area. This crossing does not provide access to any community facilities or homes. It is estimated that approximately nine people use this crossing each day	The proposal is to extinguish the level crossing and divert all users to an alternative crossing 400m north-west. The assessed route via the bridge is much more accessible as it does not require stiles to access. However, the terrain around both the crossing and the bridge appears to be largely exclusive of wheelchair users for whom the unpaved and uneven terrain may pose a significant challenge. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Steggals **Type:** Public footpath **Location**: 52.272292 1.024342	Based on information from the level crossing Finningham (less than 400m north along a straight length of track), around 90 trains travelling at speeds up to 100mph use the area daily, causing significant risk for pedestrians and cyclists. It would be particularly difficult for equality groups, as they may require more time to cross the level crossing than other users.	The approach to the level crossing is now completely overgrown, but was originally via a narrow path between residential houses.	The level crossing is a public footpath located in rural Suffolk. The crossing is not present on site. The level crossing connects a long row of houses to a large allotment. It is likely that the crossing was used by residents to access the plot and for no other reason. The area surrounding Steggals level crossing has a moderate density of equality groups within a 1km radius of the	The proposal is to keep Steggals level crossing closed and divert all users to an overbridge located 150m north east of the crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			crossing.		
Name: Stennetts 1 **Type:** Public footpath **Location**: 52.080058 1.20897	An estimated 35 trains, travelling as speeds of 55 mph, use this part of the network daily. Only 3 people or cyclists are thought to use Stennetts 1 level crossing per day, however risks of sun glare and potential user misuse at the site have merited Stennetts 1 level crossing with a risk rating of D7. No near misses or accidents have been recorded at the site. In addition to the metallic stile, supplementary safety features at the crossing include signage.	The approach from the south is along a dirt track. All users will additionally have to navigate themselves over a metallic stile to access the railway line. Gravel steps are located on the northern side of the level crossing before joining up with a single dirt track which slopes downwards off the railway embankment. This is heavily overgrown with vegetation. Overall, Stennetts 1 level crossing is currently inaccessible users with visual and mobility impairments, as well as parents with pushchairs.	The level crossing is a public footpath crossing located rural Suffolk. The crossing provides pedestrian access between fields in the north and more fields and Rushmere Motocross in the south. The crossing does not provide access to any local facilities which may be required by persons with protected characteristics, therefore it is unlikely that the closure will result in any disproportionate impacts on equality groups. There is a low density of equality groups within the area.	An alternative access route across the railway line is available in the form of a level underpass located nearby. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Stennetts 2 **Type:** Public footpath **Location**: 52.080191 1.233834	The overall risk rating for this site is D6 with the potential for user misuses highlighted as a key risk driver. The use of signage to warn people about the risks they face is identified as the key safety feature of this site. There are an estimated 35 trains that use this line each day, operating both freight and passenger services at speeds of up to 55mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor, with uneven and largely overgrown approach roads and stiles that will exclude wheelchair users and many people with limited mobility from using the crossing. The alternative crossing at Butts road is much more accessible as it is paved, level and does not incorporate stiles or narrow passages into its route. It is significantly more likely that wheelchair users and people with limited mobility will opt for the Butts road approach as the Stennetts 2 crossing is on a trail route which is likely to be used for purely recreational purposes and guidance will make users aware that the trail is likely to be inaccessible to wheelchair users and others.	This is a pedestrian crossing that connects two parts of a walking or cycling trail likely, based on its location, to be used exclusively for recreation rather than for official or business purposes. There is a high density of equality groups in the area around this crossing. The proximity to Butts Road, approximately 200m west of this crossing means that the majority of users will use the bridge at Butts Road instead of the Stennetts 2 level crossing. This bridge serves the businesses south of the line and the homes to the north, meaning that the four daily uses of the Stennetts 2 crossing are likely to be for entirely recreational purposes as part of the trail.	The proposal is to extinguish the level crossing, and divert all pedestrian users to Butts road crossing 200m to the west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Thorpe Grove **Type:** Public footpath **Location**: 51.993001 1.30131	Thorpe Grove level crossing is a public crossing and is currently on average by 20 pedestrians and cyclists a day. Approximately 73 trains travelling at 75 mph use this part of the network daily. No near misses or incidents of misuse were recorded at the site. Due to the risks of sun glare and the frequency of trains, Thorpe Grove level crossing has acquired a risk rating of C5. Safety features of the crossing include signage.	The approach to the pedestrian gate on both sides is through fields, culminating in stile fences on both sides just before the railway. As such, it is highly unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing, and it is most likely used by farmers, farm works and walkers. The level crossing forms part of the Stour and Orwell Walk route.	The level crossing at Thorpe Grove is a rural pedestrian crossing point approximately 150m north-west of Trimley St Martin, a village in Suffolk. Within 100m of the crossing, there is a farm and within 200m there are a few businesses and houses. Trimley St Martin has a population of just under 2,000 people and contains a primary school, a church and several local businesses. However, it is unlikely that this crossing is frequently used by those accessing these services, as there are more convenient crossings closer to the village. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing and divert all users to the vehicular level crossing 200m south of Thorpe Grove level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Turney **Type:** Public footpath **Location**: 52.388789 1.539446	Turney level crossing is currently infrequently used by pedestrians. Approximately 33 trains cross this part of the network each day travelling at speeds of 55mph. No incidents have been recorded at the crossing. The risk factors for this crossing are user misuses and sun glare. Safety protection at this level crossing consists of signage only. The crossing has a risk rating of D11.	The approach to the crossing is through agricultural fields on both sides, there is no separation between the path and the field. There is a fence running along both sides of the level crossing, users are required to step over a stile to reach the crossing itself, the crossing is therefore inaccessible for wheelchair or pushchair users and is likely to present difficulties to any users with mobility impairments.	Turney level crossing is a public footpath level crossing in Brampton with Stoven, Suffolk. The crossing provides access between fields to the east and west. There is a marked grass path leading from Low Rigg farm, a bed and breakfast approximately 230m north east of the crossing. There are no community facilities in the area. There is a medium density of people from equality groups living within 1km of the crossing. There is an alternative crossing point via the vehicle crossing on Wangford Road approximately 800m south of the existing level crossing. It is therefore unlikely that community severance impacts will arise as a result of	The proposal is to extinguish the level crossing and associated footpath. Due to the infrequent use, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			the closure.		
Name: Uffold **Type:** Private user worked crossing **Location**: 52.122564 1.36964	Ufford level crossing is a private crossing and is currently on average by 4 vehicles a day and only infrequently by pedestrians. Approximately 35 trains travelling at 55 mph use this part of the network daily. In the twelve month period prior to June 2014, no near misses or incidents of misuse were recorded at the site. Due to the risks of sun glare, Ufford level crossing has acquired a risk rating of C8. Safety features of the crossing include signage, telephones provided for vehicle users, gates and whistle boards.	The approach to the gate on both sides is through fields and overgrown paths. As it is private access, it is highly unlikely that any users with mobility issues, people with pushchairs or in wheelchairs/mobility scooters currently use the crossing, and it is most likely used by farmers, farm works.	The level crossing at Ufford is a private rural crossing point approximately 600m east of Ufford, a village in Suffolk. Within 200m of the crossing, there is mostly fields, with a few farm buildings and houses. Ufford has a population of just under 1,000 people and contains a church and several local businesses. However, as the Uffold crossing is private then it is not considered that this crossing is used by those accessing these services. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing and divert private users to underpass 431, 160m south west. This is not suitable for vehicles however, so may impact on the farm users. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Weatherby **Type:** Public footpath **Location**: 52.240283 0.411098	Approximately 34 trains travelling at 40mph use this part of the network daily. In the twelve month period prior to June 2014, one near miss and no incidents of misuse were recorded at the site. Due to the risks of sun glare, user misuse and the high number of users, Weatherby level crossing has acquired a risk rating of D2. Safety features of the crossing include signage and a gate.	On the northern side, the crossing is accessed via Granary Road. There is a pedestrian crossing liking the level crossing to the pavement on the opposite side of Granary Road. On the southern side, the level crossing is accessed via Willow Crescent, with a pavement leading up to the crossing. On both sides, the approach is paved, level and accessible for any users with mobility issues and people with pushchairs or in wheelchairs/mobility scooters.	The level crossing at Weatherby is a pedestrian crossing point in the town of Newmarket, Suffolk. The crossing is in an urban area, with houses, a football club and allotments within 150m. Consequently, the crossing is frequently used (on average 454 pedestrians a day) and it is likely that people from different equality groups use it to access employment, education and community resources frequently. There is a high density of equality groups in the area. The nearest alternative crossing is a pedestrian and vehicle level crossing approximately 150m south of Weatherby, at New Cheveley Road.	The proposal is to extinguish the level crossing completely due to the amount of users and risks. There is an alternative road crossing 150m south. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. However, given the number of users and the location of the crossing further exploration into alternative solutions to the closure is recommended.	
Name:	The overall risk rating for this site is	The accessibility of this site is	This crossing is part of the East	The proposal is to extinguish the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Westerfield **Type:** Public footpath **Location**: 52.081028 1.165645	C6 with the high frequency of trains and sun glare highlighted as key risk drivers and the presence of signage noted as a key safety feature. There are approximately 133 trains per day that use this section of the line, travelling at this crossing at speeds of up to 60mph. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse.	severely limited by the presence of stiles, steps and uneven pathways through which the crossing is accessed. This crossing connects two pathways with mud or grass surfaces that are too narrow to reasonably allow wheelchair users access to the crossing itself. These pathways would also cause difficulty for users with limited mobility or visual impairments, for whom the uneven ground and various obstacles would likely cause a significant challenge and have major safety implications, given that this is a level crossing with trains travelling in either direction on both tracks. The stiles and steps effectively exclude wheelchair users and those with pushchairs and the presence of exposed, rusted ironwork poses a hazard to users, especially young children.	Suffolk Line Walks route between the Westerfield and Castle Hill areas of north Ipswich. There is a relatively high density of equality groups in the area. There are no community facilities, businesses or homes that area accessed solely by this crossing.	crossing, and divert all users to an alternative crossing point 200m east of this crossing that is a fully paved and signal controlled crossing with half barriers and a section for pedestrians to cross along the side of the vehicle crossing point. This alternative crossing reduces the impact of the potential closure of this crossing as the alternative would take the additional capacity to allow access to either side of the line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing, and divert all users to a road crossing, 200m east, on Westerfield Road. This crossing is a fully paved and signal controlled crossing with half barriers and a section for pedestrians to cross along the side of the vehicle crossing point. From the south, pedestrians would be diverted via footpath E-014|018/0#3 to B1077 Westerfield Road. On the northern side, a new footpath would be established, via a private road, connecting Westerfield Road with a footpath leading to Westerfield level from the north. The majority of this route is via level,	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				paved footpaths which will pose little restriction for any user. However, the likely muddy terrain (given certain weather conditions and times of year) of footpath E-014|018/0#3 may restrict some users accessing this portion of the diversion (particularly those with mobility impairments of requiring a more level terrain).	
				Alternative option (blue route): The proposal is to extinguish the level crossing, and divert all users to a road crossing, 200m east, on Westerfield Road. This crossing is a fully paved and signal controlled crossing with half barriers and a section for pedestrians to cross along the side of the vehicle crossing point. Two new public rights of way would be established linking footpath E-014|018/0#3 to B1077 Westerfield Road on either side of the railway line. The southern PROW would run parallel to the railway line in an area of land which is currently restricted to authorised personnel fenced off and contains railway maintenance materials. The northern route requires access to a gated portion of garden and across cultivated agricultural land. As such the entire diversion is unlikely safe or fully accessible even after the existing gates are removed.	
Name: Wickham Market **Type:** Public footpath	The overall safety rating of this crossing is D6 with the risks of user misuses and sun glare identified as key risk drivers at this site with signage noted as the key safety feature at the crossing. There are	The accessibility of this crossing is poor as the access routes are along often ploughed fields with deep ditches, uneven and muddy ground that would prevent wheelchair users and those with	This crossing is a public pedestrian crossing just north of Wickham Market in Suffolk. There is a medium density of equality groups in the area. While there are community	It is proposed that the level crossing be extinguished, and divert all users to a crossing 300m north east via the B1078 road. It is much more accessible as both includes fully paved and largely level routes that by-passes the railway	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 52.15377 1.402503	approximately 35 trains per day at this site. These include both freight and passenger trains and they travel at speeds of up to 55mph. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse at this site.	limited mobility from accessing the crossing. The presence of stiles to access the crossing similarly excludes wheelchair users, people with limited mobility and people with pushchairs as these present too great an obstacle to safe and comfortable navigation of the route.	facilities in the immediate area of this crossing, there is no reason to believe that people will use this crossing to access them as there are no houses on the opposite side of the crossing to the facilities. Each presents a viable alternative to this crossing. It is estimated that there is an average of four uses of this crossing each day.	line and is therefore safer for wheelchair users. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Willow Walk **Type:** Public footpath **Location**: 52.159313 1.048174	Willow Walk level crossing is currently infrequently used by pedestrians. Approximately 191 trains cross this part of the network each day travelling at speeds of 100mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and frequent trains, giving it a risk rating of M13. Safety protection at this crossing consists of signage and whistle boards.	The immediate approach to the crossing is a very short and steep gravelled hill of around 5 metres length; there are posts on both sides for users to hold on to in order to reach the railway. Due to the nature of the path and approach to the crossing Willows Walk can be considered to be inaccessible to any users with mobility difficulties and difficult to access for all users. The level crossing is temporarily closed for safety reasons.	Willow Walk level crossing is a public footpath crossing in Needham Market, Suffolk. The crossing is located towards the north east of the town of Needham market. On the west side the crossing is accessed from behind residential properties, the east side of the crossing leads to agricultural fields and on to the River Gipping approximately 280m east. There is a high density of people from equality groups living within 1km of the crossing. Despite this, the crossing does not provide access to any community facilities. It is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal is to extinguish the level crossing, and divert all users to an overbridge 850m to the north west. There is a second crossing 500m to the south east, however it involves travelling through a narrow underpass shared by vehicles. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

7 Essex

7.1 Introduction

A number of level crossing proposals within this county were not pursued past GRIP1 Stage at this stage, however of those that were the following were subject to DIA scoping for alternative solutions as part of Revision D of this report:

- Boreham
- Brown and Tawse
- Camps
- Creaksea
- Elsenham Emergency Hut
- Essex Way
- Frating Abbey
- Fullers End
- Great Bentley Station
- Lamarsh Kings Farm
- Littlebury Gatehouse
- Lords No 1
- Noakes
- Potters
- Puddledock / Whipps Farmers
- Sadlers
- Snivellers
- Thornfield Wood

The initial equality analysis for each level crossing based in Essex is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the ratings described in section 2.3.

7.2 DIA scoping analysis

Table 7.1: DIA analysis for Essex based level crossings

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Abbotts **Type:** Public footpath **Location**: 51.923105 0.988472	As of 2006, Abbotts level crossing has been temporarily closed for safety reasons. The line speed along this part of the network is up to 100mph. Prior to closure, safety protection at the site included a telephone and signage. As this crossing has been closed for several years, no current census data or risk information is available.	The north western approach to the crossing links to a residential estate approximately 200m away. The footpath is partially tarmac and level, before becoming a natural earth track along the field bordering the level crossing. The paved portion of the footpath is wide and level and would pose no restriction to any users. The south eastern approach to the crossing is via natural tracks through and along fields. These natural track approaches, despite being level, may restrict access for some users, particularly people with mobility impairments. The crossing itself is level, with crossing boards across the double railway line.	Abbotts level crossing is a public footpath crossing in Ardleigh, Essex. There is a high density of equality groups in the area. The crossing is located on the south eastern outskirts of the village and completely surrounded by agricultural and pastoral fields. Residential properties and some local amenities, including a hospital, are located 200m away from the crossing, however access to these facilities is not reliant on the use of Abbots level crossing. As such it is unlikely that community severance impacts will arise as a result of a closure.	The proposal is to extinguish the level crossing and divert pedestrians to the vehicular overbridge on Little Bromley Road - approximately 400m north east of Abbotts crossing. Given the remote location of Abbots level crossing and the proximity of the Little Bromley Road overbridge, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Barbara Close **Type:** Public footpath **Location**: 51.586444 0.697203	Barbara Close level crossing is used by an estimated 8 people daily. 130 trains pass this part of the network per day; with line speeds of 80 mph. Safety features of the crossing include signage. Risk factors consist of frequent trains using the line. There have been no incidents of misuse or near misses reported; however there has been one accident documented at the site since May 2013. Therefore, the risk rating for Barbara Close level crossing is C6.	There is no formal path to the level crossing on either side of the railway. The approach from the western side is via private property through Meadow Brook Farm. Access from Barbara Close is through a narrow unsurfaced alley way between two residential properties. The crossing itself has level crossing furniture across the tracks to enable people to walk across more safely. However, the approach to the crossing is through a sloped set of narrow gates. This is likely to cause accessibility problems for some users groups, such as those with a physical disability, older and younger users	The area surrounding the level crossing has a relatively high density of equality groups. The crossing is adjacent to private farmland in the west and a residential estate in the east. There are no community facilities on the western side of the crossing; however a number of community facilities are located on the eastern side – including churches, a primary school and a hospital. As there is alternative access over the railway, approximately 200 metres from this level crossing, community severance impacts are unlikely to occur as a result of the level crossing closure.	The proposal is to extinguish the level crossing and divert all users to the underpass 200m to the south east. This has no dedicated pedestrian walkway; however Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		as well as pushchair users.			
Name: Battlesbridge **Type:** Public footpath **Location**: 51.622608 0.560357	Battlesbridge crossing is infrequently used by pedestrians, and approximately 56 trains daily, travelling at 50 mph, use this part of the network daily. The only safety feature of the crossing is signage. No key safety risks have been identified and to date no accidents or incidents of misuse have been reported. For this reason, Battlesbridge crossing has a risk rating of D10.	There is no formal pathway to the level crossing on either side of the railway and users wishing to cross the railway must walk along a grassy path which lead to steps up to the crossing itself. This is likely to pose access restrictions for a number of users, including those with mobility impairments, older people and pushchair users.	Battlesbridge level crossing is a public footpath crossing located on the edge of Battlesbridge town and next to the A1245 road. It provides access between agricultural land to the north and south of the crossing. An industrial park is also located within reasonably close proximity to the crossing. It is worth noting that another access road exists along Hawk Hill Road (approximately 300 metres from the crossing). The area surrounding this level crossing has a relatively high density of equality groups. No community resources of particular interest to equality groups are present on either side of the crossing; it is therefore unlikely that community severance impacts will arise as a result of closure.	The proposal is to extinguish the level crossing and divert all users to the underpass crossing 300m north east. The underpass has a well-defined pedestrian path that would be suitable for all users. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Bluehouse **Type:** Public footpath **Location**: 51.84255 1.199121	Bluehouse level crossing is infrequently used by pedestrians and an estimated 50 trains, travelling at speeds of 50 mph, use this part of the network daily. Sun glare is the primary risk factor at the level crossing and safety features consist of stiles and signage. No incidents of misuse, near misses or accidents have been recorded at the site; however the crossing has acquired a risk rating of D11.	There is no formal path to the level crossing on either side of the railway, therefore all users wishing to cross the line must walk along natural tracks which run along the border, or go through, the adjoining fields. The approaches themselves and the presence of stiles currently prevent access for certain users, such as people with visual or mobility impairments and children in pushchairs. The crossing furniture itself also does not span the entire length of the level crossing, making it difficult for some users to cross.	Bluehouse level crossing is a public footpath crossing in the rural outskirts of Kirby Cross, approximately 1km west of Kirby Cross station. The level crossing provides pedestrian access between agricultural fields located on both sides of the railway line. A number of farm houses are located further to the south and south-west of Bluehouse level crossing, with the village of Kirby Cross located to north-east. The area surrounding Bluehouse level crossing has a medium density of equality groups. However, as the crossing does not provide access to any local facilities which may be required by persons with protected characteristics on either side of the line, it is unlikely that closure of the level crossing will have any disproportionate impacts on any particular group.	The proposal is to extinguish the level crossing, and divert all users to the fully accessible alternative route via the controlled vehicular level crossing located on Pork Lane (approximately 280m west of Bluehouse level crossing.) Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Boreham **Type:** Public footpath **Location**: 51.760081 0.525414	The overall risk rating of this crossing is B9, suggesting some risks for users. The risk drivers identified at this site are the low sighting time and the high frequency of trains using this section of the line. There are approximately 329 trains using this line each day, travelling at speeds of up to 100mph. There have been no reported accidents, near misses or incidents of user misuse at this site, a key reason for this could be the infrequency with which this crossing is used. Safety features at this site include signage and whistle boards.	The accessibility of this site is limited by the unpaved, uneven and sloping pathways through which the crossing is accessed. This terrain can have a significant impact on the ability of certain users to access the site; especially wheelchair users and people with limited mobility or visual impairments. The alternative crossing at Generals Lane is much more accessible by comparison as it is fully paved and has pavements along the roadway. This makes the Generals Lane bridge a suitable alternative at this site.	This crossing is a pedestrian level crossing that connects an area of farmland with a small area of land between the railway line and the A12 in Boreham, Essex. There is a relatively high density of equality groups in the area. This crossing is infrequently used by pedestrians as it does not provide access to any amenities. This crossing appears to only provide access to a narrow channel of land between the A12 and the railway line, this would effectively stop recreational walkers and cyclists as it would not safe or possible to cross the A12 to continue a route. There is an alternative method of crossing the railway line that uses the road bridge at Generals Lane. This road crossing is considerably more useful in accessing local community facilities, businesses and homes as it allows easy access to the main road network.	The proposal is to extinguish the level crossing, and divert all users to the Generals Lane crossing via existing footpaths. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): This route avoids crossing the railway line. Instead pedestrians walking from the north along bridleway EX|213|23 will be diverted (via a new public footpath) to footpath EX|213|24 in the east. The new footpath will border adjacent farm fields and tributaries on the northern side of the track. This route comprises of well-established farm tracks and paths over overgrown grass areas. These grass areas will limit access for those with limited mobility.	
Name: Brickyard Farm **Type:** Public	There are approximately 224 trains per day along the line travelling at speeds of up to 70mph. Factors that aggravate the risks of this	There is a high density of equality groups. The unpaved roads on the northern side of the railway may reduce the ability of the crossing for	The Brickyard Farm level crossing in South Benfleet connects a long walking/cycling route with the main road into Benfleet. This crossing serves no	The proposal is to extinguish the level crossing and divert all users to alternative crossings along the railway line. Network Rail will explore, consult	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
footpath **Location**: 51.542091 0.566455	crossing include the low sighting time, glare from the sun and the high frequency of trains. As such, this crossing was rated a C5 for risk. There are however, signs and whistle boards to mitigate against these risks. An estimated 8 cyclists or pedestrians use the crossing each day. In the 12 months prior to the assessment of this crossing, there was a single incident of miss use of the crossing by users. There were no recorded accidents or near misses.	those with limited mobility.	local amenities or community facilities other than the footpath. The crossing is near a marina but does not directly serve it.	on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Brown and Tawse **Type:** Public footpath **Location**: 51.56748 0.334836	This crossing is infrequently used by pedestrians. Approximately 197 trains a day use the route travelling at up to 75mph. The greatest risks at this crossing is the frequency of trains, therefore this crossing has a risk rating of C8. There are signs that warn of the crossing and of the risks associated with misuse which mitigates the risks to some extent. There have been no recorded incidents of misuse of the crossing, accidents or near misses which are at least partially due to the infrequency with which people use it.	The crossing is bordered by two old stiles that present a significant barrier to those with limited mobility and parents with pushchairs. Also, the corridors to the industrial estate are narrow and overgrown, further increasing the difficulty with which those with limited mobility could use the crossing.	This pedestrian crossing connects several fields with an industrial estate in West Horndon, Essex. There is a low density of equality groups around the level crossing. There are no community amenities in the area, and warehouses are located only on the north side of the crossing. Therefore it is unlikely that the closure would cause a negative equality and diversity impact.	The proposal is to extinguish the level crossing and divert all users to the bridge crossing at West Horndon station, 350m to the east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing and divert all users to the bridge crossing at West Horndon station, 350m to the east. From the south, users will be diverted along a new footpath (bordering a field) linking Footpath 4 with Footpath 142. All users will then be required to navigate over a style, steeps steps and a second style before accessing St Mary's Lane to the overbridge. A	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				new Public Right of Way will be established north of the railway linking St Mary's Lane with footpath EX|313|39. This PROW will border the Horndon Industrial Park, stemming between the housing estate and through fields to the north of the industrial park. This route is not fully accessible and would restrict access for users with impairments and parents with pushchairs. Young children will also find accessing this route difficult. Moreover, neither St Mary's Lane nor Station Road have pedestrian footpaths or wide verges, as such all users will have to walk in the carriageway. This will heavily impact on safety.	
				Alternative option (blue route) The proposal is to extinguish the level crossing and divert all users to the bridge crossing on Childerditch Lane, 290m to the west. From the south, users will be diverted along a new footpath (parallel to the railway line) linking Footpath 4 with Childerditch Lane bridge. Users will then follow Childerditch Lane for approximately 240m before accessing a new Public Right of Way on the northern border of the Pipe Centre industrial park. The proposed footpath will then connect to footpath EX|313|39. Childerditch Lane is a poorly maintained single lane highway, with high hedges either side obstructing visibility. Additionally, there are no verges or pedestrian footways along this route. The proposed footpaths on either side of the railway line are	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				through fields which may restrict access for some users, namely people with reduced mobility	
Name: Bures **Type:** Public footpath **Location**: 51.969629 0.769916	This level crossing is rated as D6. This is a result of the potential for misuse at the crossing, most likely due to its proximity to local housing - although it is important to state that no incidents of misuse of the crossing have been reported. Similarly, there have been no reported accidents or near misses at this site. Despite the lack of reported accidents to date, the 38 trains that use the line daily at speeds of up to 50mph do pose a risk given the lack of space between the track and the stile on each side. The signage does however; mitigate the risks to the track to some extent, informing users that trains travel in either direction along the single line stretch. Approximately 8 people use this level crossing each day.	The stiles and narrow corridors on uneven ground by which Bures level crossing is accessed raises significant equality issues. Notable among these is that people with limited mobility or who use a wheelchair or a pushchair will struggle to access the site and are unable to cross the line due to the stiles on each side of the crossing.	This crossing connects Colne Road with The Paddock residential area and does not serve a distinct purpose beyond this. There is a very high density of equality groups in the area, however the crossing does not provide direct access to any community facilities. There is an alternative crossing across the railway via Station Hill, approximately 230m north of the current crossing.	The proposal is to close and extinguish the level crossing, and divert all users to the underpass on Station Hill. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Camps **Type:** Public footpath **Location**: 51.778566 0.062672	Camps level crossing is currently infrequently used by pedestrians. Approximately 275 trains cross this part of the network each day travelling at speeds of 80mph. No incidents have been recorded at this crossing. The main risk factor for the crossing is frequent trains. Safety protection at this crossing consists of signage and whistle boards. The crossing has a risk rating of C8.	The approach to the level crossing on both sides is via a well-worn track across fields, and is the obvious route from the farmhouse in the south-east to the field in the north-west. Therefore the farmer may face issues with the closure as it cuts off the route to their fields.	Camps level crossing is public footpath crossing in Harlow, Essex. The crossing provides access between agricultural fields. To the south, the crossing is accessed via a grass path which starts approximately 250m south east of the crossing in an area with some residential housing and farm buildings. To the north of the crossing there are only agricultural fields which are cut off by the River Stort, around 350m north-west of the crossing. There are no community facilities in the area. There is a medium density of people from equality groups living in the area. There is an alternative crossing point via Wildes public footpath level	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the route. From an equalities perspective, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. However, further consultation may be required with farm owners. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			crossing, 440m south west of Camps crossing. It is therefore unlikely that community severance impacts will arise as a result of the closure, however the vehicular use by farmers will suffer.		
				Alternative option (red route): Under this option, pedestrians will be diverted to an existing underpass, located 640m west of Camps level crossing. A new public footpath would be established linking northern footpath leading to Camps crossing to footpath EX|185|122 south of the railway, via the underpass, From the north, this route would run along the northern bank of Canons Brook, making use of existing bridges to cross tributaries within fields to accessing the underpass. The route then follows Canons Brook south before joining footpath EX|185|122. This route requires traversing grassy fields and uneven surfaces which is likely to restrict for some users, e.g. those with limited mobility or those with pushchairs.	
				Alternative option (blue route): Under this option, pedestrians will be diverted to Wildes level crossing, located 440m east of Camps level crossing. From the north, pedestrians will travel eastwards via existing footpaths to connect with footpath EX|203|44 leading to Wildes level crossing. A new footpath will be established at the end of footpath EX|185|78 leading to EX|185|122. This route is not accessible to those with limited mobility or who use a wheelchair or pushchair due to the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				unpaved and uneven ground. As users will still have to navigate across a level crossing, safety benefits associated with the closure of Camps level crossing will not be realised under this option.	
Name: Church 1 **Type:** Public footpath **Location**: 51.876094 0.770715	While it is not known what safety features the Church No.1 crossing had, the alternative crossing at Dobbies Lane has miniature traffic signals to warn of oncoming trains, wide gates to allow wheelchair users to access the crossing and was entirely flat, allowing wheelchair users and others to safely use the crossing.	This crossing is closed and was not accessible to wheelchair users and those with limited mobility as it required the use of steep steps to reach the crossing. These steps effectively make the crossing inaccessible for wheelchair users as well as for people with pushchairs and many users with limited mobility for whom the steps and uneven pathways beyond them would be too difficult and dangerous to navigate.	This crossing is currently closed, and it does not appear to be likely that this crossing is intended to be reopened. There is a high density of equality groups in the area. The impact of closing this crossing will have already been felt by those impacted but due to the several alternative methods to cross the railway line in this area it is likely that these impacts are minimal. Alternative crossings include the Dobbies Lane level crossing approximately 300m south west of this crossing or the road bridge approximately 500m north east at the A120.	The proposal is to permanently extinguish the level crossing, and divert all users to the alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Church 2 **Type:** Public footpath **Location**: 51.885901 0.802351	The overall risk rating of this crossing is C9, due to the frequency and speed of passing trains. It is infrequently used by pedestrians, and sees 293 trains daily travelling at speeds up to 100mph. There have been no reported accidents, near missed or incidents of user misuse at the site. For safety, warning signs are clearly visible on both side of the crossing.	The crossing is accessed through dense woodland on either side. This could cause problems for users with visual or mobility impairments.	The crossing is a pedestrian footpath that has already been closed for safety reasons. It connects two small areas of woodland, and is close to the A12 dual carriageway. There is a high density of equality groups in the area. However, there are no community amenities or houses in the immediate area, so adverse severance impacts are unlikely to occur as a result of the closure.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway route - e.g. the underpass at Turkey Cock Lane, 350m east of Church 2 level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Church House Farm	The daily use of this crossing is estimated at approximately 8 uses per day by pedestrians or cyclists.	The crossing itself is a fully paved crossing suitable for wheelchair or pushchair users, including the track	The level crossing connects two farm tracks via a vehicular and pedestrian crossing, both of which have a separate	The proposal is to extinguish the level crossing and divert all users to an alternative crossing 620m north west.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Type: Public footpath **Location**: 51.890669 0.770029	While there is a vehicle crossing point on this site, with a telephone to contact the railway authorities, the heavily restricted access to the crossing on the southern side means that there are no reports of vehicles regularly using this crossing. The crossing sees approximately 38 trains per day using the line, travelling at up to 50mph. The key risk identified for this crossing is that of user misuse. As such, the overall risks associated with this line are rated as D6. This crossing contains several signs warning of the risks and instructing users on the safe operation of the crossing and a telephone for vehicle users with accompanying instructions.	and the gates at either side. In order to access the crossing, users would need to navigate overgrown wooded pathways and narrow kissing gate that excludes wheelchair users, those with pushchairs or users of mobility scooters.	gate to cross the line. There is a low density of equality groups within the area. This crossing potentially serves as a key access route between Church House Farm and the agricultural fields on the south western side of the line. Due to the relatively isolated nature of this crossing, it is unlikely that many people seeking to cross the line to reach the settlements on either side would make use of this crossing. Alternative access is available via a road bridge located 1.5km down the track to the north-west and pedestrian bridges located 620m and 870m to the north-west.	The diversion would be via a new bridleway track, and therefore unsuitable for vehicles. As Church House Farm level crossing is currently not heavily used, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Church Lane CCTV **Type:** Public highway **Location**: 51.678289 0.406507	The safety rating of this crossing is D4 with the high frequency of trains, the crossing approach and the limited visibility from the road identified as key risk drivers at this site. Approximately 294 trains use this line each day at speeds of up to 90mph. There are many safety features at this site which include: separate sets of signals for both trains and vehicles to warn of danger, audible alarm system, a telephone for vehicles to gain permission to cross, a full barrier across each side of the line and a CCTV system monitored remotely by the signal operator. In addition to this, access to the crossing for vehicles is restricted to only those with expressed permission from the crossing signal operator. There have been no reported accidents,	The accessibility of this site is good as it has a fully paved and level surface that allows users to cross freely and safely whether in a vehicle or as a pedestrian. There are no obstacles or steps to access this crossing and the presence of safety equipment such as the audible alarm increases the accessibility for visually impaired users by assisting them to cross the line safely and be aware of oncoming trains. The alternative crossing point at the road bridge to the south west of this crossing is less accessible as while it does avoid crossing the railway line, the approach roads are uneven in places and the route to reach St Margaret's church runs through a farmer's field, making this inaccessible to wheelchair users and many people with limited	This crossing is primarily a vehicle crossing which is manned, signal controlled and monitored by the signal operator using CCTV. There is a medium density of equality groups in the area. This area contains relatively few features, consisting mostly of farmland, however this crossing is the primary route to St Margaret's Church for the small area of housing located on the opposite side of the line. As the alternate route to access this church, approximately 500m south west of this crossing, closure of this crossing could have a significant impact on the congregants of this church who live on the opposite side of the line. This crossing has a high number of users, it is estimated that there are 27 vehicles that use this crossing each day with approximately 243 pedestrian users each day. Due to the limitations of the alternative route (an unpaved	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have However as this heavily used and is a primary route for the church, severance impacts may occur. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. Further analysis is strongly recommended.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	near misses or incidents of user misuse at this site.	mobility. If these users were congregants of the church, they would be significantly disadvantaged by the closure of the Church Lane crossing forcing them to use this alternative route.	diversion in excess of 1km in length) as well as the high number users at this crossing, closure of this crossing would be likely to have a significant and negative impact on the local community.		
Name: Cousins 1 **Type:** Public footpath **Location**: 51.863411 0.570026	The Cousins No.1 crossing has an overall risk rating of C6 with the risks of user misuses and sun glare identified as key risk drivers at the site. There is a range of signs to warn users of these risks as the key safety feature at this crossing. There are approximately 44 trains that use this line each day, travelling at speeds of up to 50mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of the Cousins No.1 crossing is severely impacted by the poor accessibility of the approach routes on either side of the line. The uneven and often muddy ground would present a significant hazard and limitation to people with limited mobility.	The crossing at Cousins No.1 is a pedestrian crossing that links two areas of farmland and is located approximately 300m south of the A120 in Braintree, Essex. There is a relatively high density of equality groups in the area. This crossing is used approximately four times each day by pedestrians or cyclists. This crossing does not provide access to any community facilities. It is likely that the principal use of this crossing is as part of a recreational walking or cycling route. There are two viable alternatives to this crossing; a gated, vehicle level crossing approximately 200m south of this site and a signal controlled main road level crossing approximately 1.3km south next to Cressing railway station.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Cranes 1 **Type:** Public footpath **Location**: 51.849429 0.581005	Cranes No.1 level crossing is currently infrequently used by pedestrians. Approximately 44 trains cross this part of the network each day travelling at speeds of 55mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and user misuses. Safety protection at this crossing consists of signage only. The crossing has a risk rating of C10.	The approach to the crossing is on flat grassland, crossing users have to step over a stile to reach the crossing itself. The crossing is therefore unlikely to be accessible to wheelchair users or people with pushchairs. It is also likely to prove challenging for users with mobility difficulties due to the need to get over the fence stile to use the crossing.	Cranes No.1 level crossing is a public footpath crossing in Cressing, Essex. The level crossing provides access between agricultural fields to the east and The Notley's Golf Course to the west. The crossing is located approximately 420m south east of Cressing train station where there is an alternative crossing point via the Cressing public highway level crossing. There is a high density of people from equality groups in the area. However, the level crossing is not considered to provide access to any important community facilities, therefore closure is unlikely to result in community	The proposal is to extinguish the level crossing and divert all users to an underpass located 30m south of Cranes No.1 level crossing, or alternatively users can use the road crossing at Cressing station. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			severances.		
Name: Cranes 2 **Type:** Public footpath **Location**: 51.844068 0.588006	No specific risk information is available for Cranes No.2 level crossing. Based on the Cranes No1 level crossing (less than 300m away along a straight length of track), there are around 44 trains travelling at speeds up to 55mph use the area daily. The risk rating is C10 due to sun glare and user misuse.	The approach to the level crossing consists of a narrow gravel path on either side which is overgrown. It would cause difficulty for users with mobility or visual impairments, plus parents with pushchairs or small children.	The level crossing is a public footpath located in rural Essex, and has already been closed. The crossing is completely surrounded by agricultural fields, so it is unlikely that community severance impacts occurred as a result of the closure. There are no equality groups in the area.	The proposal is to extinguish the level crossing permanently, and divert all users to the alternative crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Creaksea Place 1 **Type:** Public footpath **Location**: 51.632697 0.796034	The overall risk rating of this site is D6 with no particular risk drivers identified. There are signs to warn users of the general risk posed by level crossings. The underbridge at Ferry Road provides safer access as it does not require users to cross an active railway line. Approximately 56 trains that use this line each day, at speeds of up to 50mph. There was one incident of user misuse and one near miss in the year prior to the assessment in October 2012 with no incidents of either since. There have been no reported accidents at this site.	The accessibility of this site is limited by the lack of good quality access routes. This crossing can be reached only via unpaved pathways on the edges of fields. These fields are likely to be prone to mud and other features that makes the terrain largely inaccessible to wheelchair users. This terrain may also present a hazard to people with limited mobility due to uneven ground and muddy conditions. The alternative crossing at the underbridge on Ferry Road is much more accessible as it is fully paved with level ground.	This crossing is a pedestrian level crossing that broadly connects the Creaksea Place hotel to an area of farmland in Burnham-on-Crouch, Essex. There is a medium density of equality groups in the area. There are no community facilities, homes or businesses that can only be accessed by this crossing. There are several homes and businesses in the area but for these, an alternative crossing, a road underbridge approximately 300m west of this level crossing at Ferry Road, is likely to be the main access point. Only 8 pedestrians / cyclists use the crossing each day.	The proposal is to extinguish the level crossing and divert all users to the underbridge at Ferry Road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				<u>Alternative option (red route):</u> The proposal is to extinguish the level crossing and divert all users to the underbridge at Ferry Road, via new footpaths on either side of the railway. These footpaths would run parallel to the railway line, connecting Ferry Road with footpath EX|242|3 on the northern side of the track, and footpath EX|242|8 on the southern	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				side of the line. The proposed footpaths would be along natural terrain which may restrict access for some users. Steps will also be required on the northern side of the line linking the new footpath to Ferry Road – as such, this route is not fully accessible. Despite light traffic in the area, safety is a concern along this route due to the lack pedestrian footways on Ferry Road.	
				Alternative option (blue route): The proposal for this route is to extinguish the level crossing and divert all users to the underbridge at Ferry Road. A new footpath will be established on the northern side of the railway line, linking Ferry Road with footpath EX|242|3. Due to elevated land, steps are required to connect this new footpath with Ferry Lane. On the southern side of the line, all users will access Ferry Lane via a new footpath which links to footpath EX|2542|8. This footpath goes through the Creaksea Place Caravan Park. Despite light traffic in the area, safety is a concern along this route due to the lack pedestrian footways on Ferry Road. The proposed steps and presence of a narrow gate into the caravan park makes this diversion inaccessible to some users, e.g. people with mobility impairments. The safety of caravan park users is also a concern.	
Name: Dixies	This site has an overall safety rating	The accessibility of this crossing is	This crossing links an area of housing	The proposal is to extinguish the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Type: Public footpath **Location**: 51.991447 0.211403	of C6. There are approximately 130 trains passing through this section of track every day, travelling at speeds of up to 70mph. The high frequency of trains on this line is a key risk factor. The low sighting time and the potential for glare form the sun are also identified as risks at this site. Signage and whistle boards are present at the site to mitigate these risks and no accidents, near misses or incidents of user misuse have been recorded at this site. It is estimated that three people use this crossing each day.	limited by the narrow, unlit pathways. Users also have to manage stepping onto the elevated level crossing furniture. This may deter many users with limited mobility of those who use wheelchairs or mobility scooters as access would be very difficult.	and some businesses with several playing fields, a school and other residential properties. There are alternative ways to access these sites, such as via the B1383 that crosses under the railway line approximately 300m south of the crossing. Dixies level crossing is not the sole access point for these areas but the crossing does serve the purpose of being an easier, shorter route to access the school playing fields for those who live on the eastern side of the line, and to access the businesses on the east side for those who live on the west. The time and effort involved in accessing facilities may have the impact of deterring certain users from using those facilities, potentially depriving some under 16s from these community facilities. This route may also be used by some to access the Joyce Frankland Academy; again it is important to note that alternative routes are available. There is a relatively high density of equality groups in the area, however only 3 pedestrians are estimated to use this crossing daily. This crossing was temporarily closed for six months as of July 2015 on the orders of Essex County Council for safety reasons.	crossing, and divert all users to the alternative crossings along the route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. However, as the crossing does provide access to amenities of importance to equality groups, further consideration into alternative solutions to the closure is recommended.	
Name: Elephant **Type:** Public footpath **Location**: 51.983608 0.215843	The overall risk rating of this site is C6. The key risks that have been identified are the high frequency of the trains using the line, the low sighting time and the risk of glare from the sun further reducing the chance of spotting risks early. The signage warning users of the risk they face and the presence of whistle boards tackles this risk to some extent. There are approximately 130 trains	The narrow wooden bridges would reduce the ability of those with limited mobility or who use a wheelchair to access the site, as would the overgrown, wooded pathways. There is also some potential risk to young children as the temporarily closed crossing has sizeable holes in the fence, allowing people or animals to get through the fence onto the open track, and this could pose a serious safety risk.	The crossing is located in Newport in Essex. There is a very high density of equality groups in this area. The crossing connects an area of housing with an area of light woodland next to farmland. There are no community facilities that are accessed via this crossing. It is important to note that this crossing is currently closed for safety reasons. There is an alternative level crossing approximately 150m south of this site which is a road bridge therefore closure of Elephant level crossing is	The proposal is to extinguish the level crossing completely, and divert all users to the alternative road crossing - the closest being the road bridge on Debden Road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	using this line per day, travelling at speeds of up to 70mph. It is estimated that there are four people who use this crossing on a daily basis. Despite the risk, there have been no reported accidents, near misses or incidents of user misuse at this crossing.		unlikely to result in any disproportionate equality impacts.	more likely to be involved in accidents at level crossings than other groups in society.	
Name: Elsenham Emergency Hut **Type:** Public footpath **Location**: 51.924817 0.224929	This crossing has been given an overall risk rating of C10. There are approximately 130 trains per day using this section of the line, travelling at speeds of up to 70 mph. The high frequency of trains is a key risk factor identified for this site; other identified risks are the low sighting times and the risk of glare from the sun further reducing visibility. The use of signage and whistle boards are the safety measures included at this site. There have been no reported accidents, near misses or incidents of user misuse at this site, potentially at least partly due to the infrequency with which this crossing is used.	The accessibility of this site is very limited as the extremely narrow and uneven alleyway through which the crossing is reached would exclude those with limited mobility or who use a wheelchair or have a pushchair. The derelict concrete walls that line one side of the alleyway are leaning over, potentially posing a risk of falling. This serious safety risk poses a particular risk to children who may be less aware of the risks.	The crossing is between an area of housing on Old Mead Road and several fields that are adjacent to the M11 motorway. It is important to note that this crossing is currently closed for safety reasons. There is no apparent reason for using this crossing beyond accessing the fields and walking / cycling for leisure. There is a relatively high density of equality groups in the area. Despite this high density, there are no apparent detrimental effects if this crossing is to remain closed.	The proposal is to extinguish the level crossing and divert all users to alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal for this route is to divert all users to Elsenham Station where users have the option to traverse the railway line via a controlled road crossing or via a stepped footbridge. From the western side of Elsenham Emergency Hut level crossing, all users will be diverted, along a new footpath parallel to the railway line, to Old Mead Road and the Elsenham Station crossing and footbridge. On the eastern side of the railway line, a new Public Right of Way is to be established linking Elsenham Station	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				to footpath EX|25|15. This footpath borders a field and the industrial buildings located to the east of the station. Despite the existing and proposed footpaths being relatively level and well defined, parts of the routes is on natural ground which limit access for some users during rainy periods. Additionally, overgrown vegetation on either side of the proposed PROW makes this a narrow path, potentially restricting access for users in wheelchairs or with prams.	
				Alternative option (blue route): The proposal for this route is to divert all users to Elsenham Station where users have the option to traverse the railway line via a controlled road crossing or via a stepped footbridge. From the west, all users will access the Elsenham Station crossing via Bedwell Road / New Road. This is a level and paved route with a pedestrian footway which will not restrict access for any users. On the eastern side of the railway line, a new Public Right of Way is to be established linking Elsenham Station to footpath EX|25|15. This footpath borders a field and the industrial buildings located to the east of the station. The existing and proposed footpaths are relatively level, well defined and on natural ground. This limit access for some users during rainy periods. Additionally, overgrown vegetation on either side of the proposed PROW makes this a narrow path, potentially restricting access for users in wheelchairs or with prams.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				Alternative option (green route): The proposal for this route is to divert all users northwards to alternative crossings along the railway line. From the western side of Elsenham Emergency Hut level crossing, all users will be diverted, along a new footpath running parallel to the railway line and the M11, to footpath EX|25|7. This route is along natural ground and is likely to restrict access for some users, e.g. people with limited mobility.	
Name: Essex Way **Type:** Public footpath **Location**: 51.834695 0.604708	The Essex Way crossing has an overall risk rating of C6 with the risks of user misuses and sun glare identified as key risk drivers at the site. There are approximately 44 trains that use this line each day, at speeds of up to 50mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of the Essex Way crossing is limited by farmland which is uneven and unpaved, reducing the ability of wheelchair users and people with limited mobility from safely accessing the crossing. The steep incline to reach the track would also effectively exclude such users as the grassy and potentially muddy hill would act as a major barrier.	The Essex Way crossing is a pedestrian level crossing that connects two areas of farmland west of White Notley, Essex. There is a relatively low density of equality groups in the area. There are no community facilities in the immediate environment of this, suggesting that there would be no adverse effects due to the closure.	The proposal is to extinguish the level crossing and divert all users to alternative road crossing at White Notley station, 750m north west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to divert all users to a vehicular underpass 430m south east. From the north, a new public footpath is proposed linking the northern end of footpath EX|12013 to the underpass. This footpath would cut diagonally across the adjacent field on the north east side of the railway towards the underpass. ON the southern side of the railway, a new public footpath would be established linking the underpass to the south most end of	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				the footpath leading to Essex Way level crossing – again via fields. Due to the natural terrain, this route is likely to pose some restriction for some users, particular those with mobility impairments.	
				Alternative option (blue route): The proposal is to divert all users to a vehicular underpass 430m south east. Under this option, two new public footpaths would be established parallel to the railway line, on either side of the track, linking the underpass with the footpaths leading to Essex Way level crossing. Due to the natural terrain, this route is likely to pose some restriction for some users, particular those with mobility impairments.	
Name: Ferry **Type:** Public footpath **Location**: 51.542412 0.565429	The overall risk rating for this site is C2 with the low sighting time, high frequency of trains, the close proximity of Benfleet train station, the large number of users and sun glare identified as key risk drivers at this site. There are signs to warn users of the risks they face and whistle boards in action. There are approximately 224 trains that use this line each day, at speeds up to 75 mph. There has been one reported near miss at this site that took place in the year prior to the July 2014 assessment with none reported since. There have been no reported accidents or incidents of user misuse at this site.	The accessibility of this site is severely limited by the steps via which the track is reached. These exclude use of the crossing to wheelchair users and many people with limited mobility that would be unable to use the steps and access the track. The approach routes are unpaved and uneven which may also cause significant difficulty to wheelchair users and people with limited mobility for which the uneven terrain may by itself make the route unnavigable. The underbridge on the B1014 is fully accessible as it is paved and has full pavements that allow access to all users.	This crossing is a pedestrian level crossing in Benfleet, Essex, and connects a public car park to the East Haven Creek. Approximately 190 pedestrians/cyclists use the crossing per day. There is a relatively high density of equality groups in the area but there are no community facilities, businesses or homes that can solely be accessed using this crossing. There is an underbridge on the B1014, approximately 360m west of this crossing. Through this underbridge, both vehicles and pedestrians can access the various homes, businesses and community facilities in both Benfleet to the north and Canvey Island to the south.	The proposal is to extinguish the level crossing, and divert all users to the underbridge crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Frating Abbey **Type:** Public	This crossing was given a risk rating of C6, attributable to the low sighting time, high frequency of trains and glare from the sun.	The issue of accessibility of this crossing is important as the use of stiles and narrow pathways with uneven, often muddy surfaces	There is a high density of equality groups within 1km. Within the more immediate area, there are no houses, community facilities or businesses.	The proposal is to extinguish the level crossing, and divert all users 500m west to the road crossing. Despite having no defined path, the road is	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
footpath **Location**: 51.849633 1.052506	Signage warns users of these risks, but the telephones that were installed at this crossing to allow communication with officials are out of order. This site sees 94 trains per day travelling at speeds of up to 75mph. It is estimated that only two people use this crossing each day. There have been no reported accidents, near misses or incidents of user misuse at this crossing.	reduces the ability of those users with limited mobility and wheelchair users from using this crossing.	Therefore the crossing has no obvious purpose, and is likely to only serve local farmers. The level crossing connects several fields; however these can be equally accessed via the road running parallel to the railway line.	even and flat. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing, and divert all users 550m east to a farm access bridge. A new footpath will be established linking Frating Abbey Farm Road the bridge, and connect to footpath EX|165|5 north of the railway line. The new footpath goes through agricultural land and may limit access for those with mobility impairments. Frating Abbey Farm Road does not contain footpaths and has high hedges on both sides, reducing visibility. The route requires crossing water, which may have safety concerns.	
				Alternative option (blue route): The proposal is to extinguish the level crossing, and divert all users 500m west to the road crossing. From the south, all users will make use of the controlled level crossing on Frating Abbey Farm Road to traverse the railway. A new Public Right of Way will be established parallel to the railway, linking Frating Abbey Farm Road with Frating Abbey level crossing (on the northern side of the railway line). This will then link with	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				existing footpaths in the area, in particular footpath EX|165|5, north east of the level crossing. Frating Abbey Farm Road does not contain footpaths and has high hedges on both sides, reducing visibility. Footpath EX|165|5 crosses Bentley Brook, posing safety concerns.	
Name: Fuller's End **Type:** Public footpath **Location**: 51.911029 0.229814	The overall risk rating at this crossing is C4, a relatively high score. This is due to the low sighting times, large number of users (approximately 81 per day) and frequent trains (approximately 130 per day, travelling at speeds of up to 70mph). The mitigation against these risks include signage warning of the danger and the use of miniature stop lights that warn against approaching trains in real time. In the 12 months prior to the last assessment of this site in July 2013, there was one reported incident of user misuse of the crossing with none since then. There have been no reported accidents or near misses at the site.	The crossing is accessible to people with limited mobility or wheelchair users. This crossing has paved entrances with enough room between the bollards to accommodate most wheelchairs and mobility scooters. In addition to these, the crossing also uses traditional gates with a paved crossing over the track. These will allow those with limited mobility or those who require the use of a wheelchair to use the crossing freely.	This crossing connects Robin Hood Road to Tye Green Road via a pedestrian only crossing in the southern part of Elsenham, Essex. The two roads both contain houses and businesses as well as access to the wider area. There is a relatively high density of equality groups in the area and the location of this crossing makes the potential impacts of closing it more significant. This crossing provides a short connection to the village to those who live on the south eastern side of the railway line and potentially employment to those who live on north western side; the alternative would add both distance and time on to the journey that may deter certain people. Those on the south eastern side will likely use the crossing access the surgery, post office, community shop and other facilities in the centre of the village. Whilst these facilities are reachable via a different route, the route via the crossing is much shorter and can reasonably be made without the use of a car. It is estimated that as many as 81 people use this crossing each day, showing that is important to many in this community. Due to the relatively high density of equality groups and the large number of people who regularly use this crossing, it is likely that closing this	The proposal for this site is to close the level crossing and divert all users to an underpass located 100m south of the level crossing. Though safety would be improved by removing pedestrian interaction with the active railway, the underpass is inaccessible due to the overgrown fields and fences. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. However, closure of the level crossing is likely to have disproportionate negative impacts on several equality groups and further consideration into alternative solutions is recommended.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			crossing would cause significant impacts.		
				Alternative option (red route): This diversion route makes use of an existing underpass located approximately 100m south of Fullers End level crossing. The proposal is to establish a new Public Right of Way on either side of the level crossing. From the east, all users will require walking on a grass footpath (bordering a scrap yard) toward the underpass. On the western side of the track, users would walk alongside the adjacent fields, parallel to the railway line linking Robin Hood Road with the underpass. This route is unlikely to pose much restriction as it is primarily through relatively flat fields, However some users may experience difficulties along this route when they are muddy.	
				Alternative option (blue route): This diversion route makes use of an existing underpass located approximately 100m south of Fullers End level crossing. The proposal is to establish a new Public Right of Way on either side of the level crossing. From the east, all users will require walking on a grass footpath (bordering a scrap yard) toward the underpass. On the western side of the track, a new footpath would be established linking the underpass with footpath EX|13|28 and EX|13|30. The existing footpaths appear to be level and well maintained. They are therefore unlikely to restrict assess for most users. As the proposed new footpaths run over agricultural fields	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				access might be difficult for some users when the ground is muddy.	
Name: Golden Square **Type:** Public footpath **Location**: 51.940489 0.767852	An estimated 38 trains travelling at speeds up to 50mph use the area daily, however there is only infrequent pedestrian or cyclist use. Due to user misuse, the level crossing has a risk rating of D10. There are warning signs close to the level crossing, and there have been no recent reports of misuse or accidents on the level crossing.	The approach to the level crossing consists of a steep woodland trail leading to a stile on either side. Once over the stile, there are difficult steep steps down to the railway line with an uneven gravel path across it. This route would not be accessible for users with mobility or visual impairments, nor parents with pushchairs or small children.	The level crossing is a public footpath located in rural Essex. The crossing is completely surrounded by agricultural fields, and is only accessible via a woodland path. There are a few large isolated houses around the level crossing, but there is no road or amenities linking it to a property. Therefore it is unlikely that community severance impacts will occur as a result of the closure. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing and divert all users to an alternative crossing along the railway route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Great Bentley Station **Type:** Public footpath **Location**: 51.852208 1.06768	Safety is a major consideration with level crossings and this crossing at Great Bentley station has an overall risk rating of C6, with the high frequency of the trains and the close proximity of the crossing to the station highlighted as key risk drivers. The presence of signage is identified as being the key protection against these risks. This site has approximately 92 trains per day crossing this section of the line at speeds of up to 75mph. Despite the risks, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor as the presence of stiles, steps and narrow paths leading to the crossing prevents wheelchair users or those with limited mobility from using the crossing. There is a footbridge at Great Bentley railway station 200m west of the crossing. It is not wheelchair accessible; however the road crossing next to the bridge has a footpath wide enough to accommodate all users.	This crossing is next to Great Bentley railway station in Essex, it connects a housing estate to a small industrial estate. There is a high density of equality groups in the area. While there are several key community facilities in the area such as the village hall and a primary school that are accessible by this crossing, there is an alternative route that offers a safer and more accessible crossing point to the other side of the railway line. Only four people use Great Bentley level crossing, implying that the impacts of closing and diverting the crossing will have minimal effects to the community.	The proposal is to extinguish the level crossing and associated north/south footpath, and divert all users to the railway station crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				<u>Alternative option (red route):</u> Under this option, all users will be diverted to the controlled road level crossing on Plough Road. A stepped footbridge is also located immediately to the east of this level crossing. A new footpath would be established linking footpath EX|165|8#1 and Plough Road south of the railway line.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				This footpath would be along the southern border of the Plough Road Industrial Estate, through adjacent fields. A new footpath is also proposed on the northern side of the railway, parallel to the tracks, linking Plough Road to footpath EX|165|8#2 and a path stemming off a housing estate. The route, including portions over grass fields, is flat and will pose little or no restriction for any users. Safety is a concern, particularly for children, as Plough Road is a busy traffic route and the proposed northern footpath goes through a scrap yard.	
				Alternative option (blue route): Under this option, all users will be diverted to the controlled road level crossing on Plough Road. A stepped footbridge is also located immediately to the east of this level crossing. From the south, all users would use bridleway EX|165|20 to access Plough Road up to the road crossing. Users would re-join footpath EX|165|8#2 on the northern side of the tracks, via highway routes - namely Station Road and Birch Avenue. The route, including portions over grass fields, is flat and will pose little or no restriction for any users. Safety may be a concern, particularly for children, as Plough Road is a busy traffic route.	
				Alternative option (green route): Under this option, all users will be diverted to the controlled road level crossing on Plough Road. A stepped	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				footbridge is also located immediately to the east of this level crossing. A new footpath would be established linking footpath EX|165|8#1 and Plough Road south of the railway line. This footpath would run at a diagonal trajectory, through a field, into the Plough Road Industrial Estate. A new footpath is also proposed on the northern side of the railway, parallel to the tracks, linking Plough Road to footpath EX|165|8#2 and a path stemming off a housing estate. The route, including portions over grass fields, is flat and will pose little or no restriction for any users. Safety is a concern, particularly for children, as Plough Road is a busy traffic route and the proposed northern footpath goes through a scrap yard.	
Name: Great Domsey **Type:** Public footpath **Location**: 51.859682 0.7412	Great Domsey level crossing is infrequently used by pedestrians. Approximately 293 trains cross this part of the network daily travelling at speeds of 100mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and frequent trains. Safety protection consists of signage only. The crossing has a risk rating of C8.	Accessing the crossing involves walking down steps on one side; the other side of the crossing is uneven and gravelled. The crossing is therefore unlikely to be suitable for wheelchair or pushchair users and may present some challenges to any users with mobility difficulties.	Great Domsey level crossing is a public footpath crossing in Feering, Essex. The crossing provides access between agricultural fields to the north and south. There is a medium density of people from equality groups within the area. However, the crossing does not provide access to any community facilities. There is an alternative crossing point approximately 250m north east of the crossing via a bridge on Domsey Chase. It is therefore unlikely that community severance impacts will arise as a result of the closure of this crossing.	The proposal is to extinguish the level crossing, and divert all users to the road crossing at Domsey Chase. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Henham **Type:** Public footpath	The overall risk rating for this site is C8 with the low sighting time, high frequency of trains and glare from the sun highlighted as key risk drivers. The protections against these risks are the use of signage	The accessibility of this crossing is very limited with the use of stiles, steps and narrow pathways reducing the ability of those with limited mobility or wheelchair users to access the crossing. There are	This crossing links an area of farmland with some light industrial buildings that are most likely farm related. There is a medium density of equality groups in this area. No community facilities in the area are served by this crossing and the	The proposal is to extinguish the level crossing, and divert all users to the underpass 350m south. Despite having no dedicated pedestrian path, it is relatively flat and clear.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 51.951444 0.218233	and whistle boards on the line. This section of the line sees approximately 135 trains per day pass by, operating at speeds of up to 70mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	also several old and dilapidated pieces of metal and concrete that appear to have once been part of a walkway or bridge that are abandoned next to one of the approaches to the crossing. The grass approaches to the crossing may also worsen the accessibility of the site for those with limited mobility.	infrequency with which pedestrians use this crossing suggests this crossing does not provide any major purpose to the area. Therefore it is unlikely that negative effects will occur due to the closure.	Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: High Elm **Type:** Public footpath **Location**: 51.853508 1.009547	The overall risk rating of this site is C6. The high frequency of the trains, approximately 94 per day that use this track at speeds of up to 75mph is identified as the key risk driver. Signage warns users of these risks but does not necessarily remove these risks. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse at this crossing.	The accessibility of this crossing is poor with the use of stiles and steps to reach the crossing from either side excluding wheelchair users and many users with limited mobility from accessing the crossing. The narrow pathways to access the crossing also reduce the accessibility of this site as users with limited mobility or visual impairments may struggle to navigate the uneven ground and overgrown plant life. It is important to note that the alternative crossing point at the road bridge to the west also has overgrown trees blocking the pavement and is in areas unpaved; this would also cause significant accessibility issues for certain users.	This crossing is a pedestrian crossing that connects several fields with an area of farmland that contains a large pond. There is a relatively high density of equality groups in the area. This relatively high score is exemplified by the presence of a residential care home around 160m from the crossing itself. This crossing does not provide access to any community facilities but may be part of a local walking or cycling route. This is evident from the eight pedestrians and cyclists that reportedly use this crossing each day. There is a road bridge with separate pavement approximately 200m west of this crossing that could serve as a viable and safer alternative to this level crossing.	The proposals are to extinguish the level crossing and associated footpaths, and divert all users to the road crossing 200m west. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Hill House 1 **Type:** Public footpath **Location**: 51.856721 0.734561	Hill House 1 level crossing is infrequently used by pedestrians. Approximately 293 trains cross this part of the network each day travelling at speeds of 100mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and frequent trains. Safety protection consists of signage only. As such, the crossing has a risk rating of C10.	The approach to the crossing is via an unmarked grass path; accessing the crossing itself involves stepping over a fence stile. The crossing is therefore considered to be unsuitable for wheelchair or pushchair users and may present some challenges to any users with mobility difficulties.	Hill House 1 level crossing is a public footpath crossing in Feering, Essex. The crossing provides access between agricultural fields to the north and industrial warehouses to the south. The crossing does not provide access to any community facilities - on the north side of the railway line there are only agricultural fields, and to the south of the line pedestrian access is shortly cut off by the A12 approximately 260m south of the crossing. There is a	The proposal is to extinguish the level crossing and divert all users to an alternative crossing along the railway route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			medium density of equality groups in the area. Given the lack of amenities on either side of the crossing, it is unlikely that community severance impacts will arise as a result of the closure of this crossing.	at level crossings than other groups in society.	
Name: Josselyns **Type:** Public footpath **Location**: 51.951915 0.77477	The overall risk rating for this site is D7 with user misuses identified as the key risk driver at this site and signage as the principal safety feature. There are approximately 38 trains that use this section of the line each day, operating at speeds of up to 50mph. There have been no accidents, near misses or incidents of user misuse at this site.	The accessibility of this site is severely limited by the presence of stiles and narrow tracks to access the crossing. These exclude wheelchair users and many people with limited mobility from using the crossing. The accessibility of the approaches to this crossing are similarly inaccessible to all users given that they are natural, informal tracks.	This crossing is a pedestrian crossing connecting two fields either side of the railway line at Mount Bures, Essex. There is a medium density of equality groups in the area. This crossing does not appear to serve any community facilities but it does provide some access to a local pub and local businesses. It is much more likely that the majority of visitors will use alternative means to reach this area, such as the bridge at Dowling Road approximately 460m south of this level crossing. This is supported by the figures that suggest that the crossing is used only twice a day by pedestrians or cyclists.	The proposal is to extinguish the level crossing and divert all users to the alternative crossing to either an underpass located 450m north or the road bridge located 460m south of the crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Lamarsh Kings Farm **Type:** Public footpath **Location**: 51.983744 0.76043	The overall risk rating for this site is D7 with user misuses identified as the key risk driver at this site and with signage as the principal safety feature. There are approximately 38 trains that use this section of the line each day, operating at speeds of up to 50mph. There have been no accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor as there are stiles and narrow, unpaved inclines by which the crossing is accessed. These features have the effect of excluding wheelchair users as well as many people with limited mobility who may not be able to safely navigate these obstacles.	The Lamarsh Kings farm crossing is a pedestrian level crossing between an area of farmland and an area of land next to the river Stour in Lamarsh, Essex. There is a high density of equality groups in the area. There are no community facilities in the immediate environs of this crossing, with signs posted to telegraph poles in the area suggesting that this crossing forms part of the Stour Valley path and St Edmund walking routes. The two users per day are therefore likely to be recreational walkers or cyclists.	The proposal is to extinguish the level crossing, and divert all users via existing footpaths to a pedestrian bridge, 500m south of the level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				<u>Alternative option (red route):</u> The proposal is to extinguish the level crossing, and divert all users via a	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				new footpath, to a pedestrian bridge, 550m south of the level crossing. On the western side of the track, the new footpath will run parallel to the railway line, linking footpath EX|93|14 to the bridge. A new footpath will be established linking the bridge to footpath EX|70|7 on the eastern side of the track. This route is along agricultural land and the terrain is likely to limit access for some users, particularly those with reduced mobility.	
				Alternative option (blue route); The proposal is to extinguish the level crossing, and divert all users via a new footpath, to an underpass, 340m north of the level crossing. On the western side of the track, a new footpath will connect footpath EX|93|14 / Bell Hill to the underpass. A new footpath will be established linking the underpass to footpath EX|70|7 on the eastern side of the track. This route is along agricultural and boggy land. It is likely to limit access for some users, particularly those with reduced mobility. The proposed Public Right of Way is alongside the river which raises safety concerns.	
				Alternative option (green route): The proposal is to extinguish the level crossing, and divert all users via a new footpath, to an underpass, 340m north of the level crossing. On the western side of the track, pedestrians will be diverted along Bell Hill to Henny Road. A new footpath	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				bordering a field would connect Henny Road to the underpass. An additional footpath will be established linking the underpass to footpath EX|70|7 on the eastern side of the track. This route is along agricultural and boggy land. It is likely to limit access for some users, particularly those with reduced mobility. The proposed Public Right of Way is also alongside the river which raises safety concerns. Bell Hill does not have footpaths and has limited visibility due to tall hedges.	
Name: Littlebury Gate House **Type:** Public footpath **Location**: 52.034337 0.206196	An estimated 130 trains at speeds up to 80mph use the area daily, however, less than 5 pedestrians or cyclists per day use this crossing. Due to the speed and frequency of the trains, the level crossing has a risk rating of C6. There are clearly visible warning signs on either side of the level crossing, and there have been no incidents of user misuse or accidents.	The approach to the level crossing from the East is via a small tarmac road behind a housing estate. To the West, there is a narrow path surrounded on both sides by high overgrown vegetation. There is a wooden gate blocking each entrance to the level crossing. This route may restrict access to some users with mobility or visual impairments, nor parents with pushchairs or small children due to the overgrown path.	The level crossing is a public footpath located in rural Essex. The small village of Littlebury lies immediately to the east of the crossing, with agricultural fields to the west. There are a few local amenities within the village, however with nothing to the west of the crossing; it is unlikely that community severance impacts will occur as a result of the closure. There is a moderate density of equality groups in the area.	The proposal is to extinguish the level crossing and divert all users to the vehicular bridge on Strethall Road, 250m north. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): Under this option, pedestrians would be diverted to Littlebury Green Road bridge, 310m south of the level crossing. From the east, pedestrians would be diverted along Peggy's Walk and on to Littlebury Green Road toward the overbridge. The proposal is to establish a new public footpath heading north, parallel to the railway line, connecting the bridge with the existing footpath on the western side of Littlebury Gate House level crossing. A secondary footpath with	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				also be established along Littlebury Green Road connecting with footpath EX|31|7 in the south. While this route comprises of paved roads, there are no pedestrian footways along Littlebury Green Road and grass verges overgrown and / or at a gradient. The route also comprises of uneven surfaces along the farmland. As such, this route would limit access for those with reduced mobility.	
Name: Long Green **Type:** Public footpath **Location**: 51.87424 0.767425	Approximately 277 trains cross this part of the network each day, travelling at speeds of 100mph.	Accessibility at Long Green is good given the installation of fully accessible footbridge with ramps and steps at the site.	Long Green level crossing is a former public footpath crossing located in Marks Tey, Essex. The crossing provides access between Dobbies Lane to the east and Jays Lane to the west. The west side of the crossing is occupied mostly by residential housing however there is a primary school (St Andrews) located approximately 750m from the crossing. To the east there is an industrial park and business park and some residential housing. There is a high density of people from equality groups in the area. The crossing previously provided the only pedestrian access from this area to Jays Lane, however there is alternative access to Jays Lane via the A12.	Long Green level crossing has already been closed and a footbridge with both ramps and steps has been constructed at the site. Therefore potential negative community severance and accessibility impacts resulting from the closure of Long Green level crossing have been fully mitigated.	
Name: Lords No.1 **Type:** Public footpath **Location**: 51.852975 1.071745	The overall risk rating at this site is C7, with sun glare and high frequency of trains identified as key risk drivers at this site. Signage is the safety feature at this site. There are an estimated 94 trains that use this line each day at speeds of up to 75mph. This crossing is used approximately twice a day by cyclists or pedestrians. There have been no reported accidents, near misses or incidents of user misuse	The accessibility of this crossing is poor, as the crossing has stiles either side of the track that will exclude wheelchair users and many people with limited mobility. There are also narrow, unlit and uneven pathways to access the crossing from the north side and open fields with no actual pathway on the southern side. These surfaces will add further barriers to wheelchair users and people with	This crossing is a pedestrian level crossing that connects a housing estate with a large area of farmland in Great Bentley, Essex. There is a high density of equality groups in the area. This area does contain a relatively dense housing estate and the wider area contains a range of other homes, businesses and community facilities. It is clear, however that the access to these facilities is more direct through the road network	The proposal is to extinguish the level crossing and divert all users to the road crossing on Plough Road, via an existing footpath. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	at this site.	limited mobility using this crossing. The alternative crossing at Plough Road is much more accessible as it has a fully paved and level surface with no stiles or other obstacles that would reduce the ability of certain users to cross.	leading to the centre of Great Bentley, rather than using this level crossing. There are no community facilities or other buildings south of the crossing aside from farms which can be accessed via the road network. It is likely that the majority of access to this farm is made using a car or other vehicle rather than from this crossing. There is an alternative crossing point at the Great Bentley railway station where there is a signal controlled level crossing with full barriers, approximately 500m west of this crossing.	crossings than other groups in society.	
				Alternative option (red route): Under this option, all users will be diverted to the controlled road level crossing on Plough Road. A stepped footbridge is also located immediately to the east of this level crossing. A new footpath would be established linking footpath EX|165|12 and Plough Road south of the railway line. This footpath would be along the southern border of the Plough Road Industrial Estate, through adjacent fields. A new footpath is also proposed on the northern side of the railway, parallel to the tracks, linking Plough Road to the housing estate north of Lords No.1 level crossing. The route, including portions over grass fields, is flat and will pose little for users. Safety is a concern, particularly for children, as Plough Road is a busy traffic route and the proposed northern footpath goes through a scrap yard.	
				Alternative option (blue route): Under this option, all users will be	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				diverted to the controlled road level crossing on Plough Road. A stepped footbridge is also located immediately to the east of this level crossing. From the south, all users would be diverted west bridleway EX|165|20 to access Plough Road – leading to the road level crossing. Pedestrians north of Lords No.1 crossing would use local highway routes to access the Plough Road crossing. The route is fully accessible and will pose no restriction for any users. Safety may be a concern, particularly for children, as Plough Road is a busy traffic route.	
				Alternative option (green route): Under this option, all users will be diverted to the controlled road level crossing on Plough Road. A stepped footbridge is also located immediately to the east of this level crossing. South of the railway line, all users will be diverted west along bridleway EX|165|20. A new footpath would be established linking footpath EX|165|20 to Plough Road. This footpath would run at a diagonal trajectory, through a field, into the Plough Road Industrial Estate. A new footpath is also proposed on the northern side of the railway, parallel to the tracks, linking Plough Road to the housing estate north of Lords No.1 level crossing. The route, including portions over grass fields, is flat and will pose little or no restriction for any users. Safety is a concern, particularly for children, as Plough Road is a busy traffic route and the proposed northern footpath	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				goes through a scrap yard.	
Name: Maldon Road **Type:** Public footpath **Location**: 51.692507 0.431125	This crossing has an overall safety rating of M13, demonstrating a very low overall risk. The low sighting time and the high frequency of trains have been identified as key risk drivers at this site. The safety features at this crossing are the signage that warns users of the risks and whistle boards to mitigate the low sighting time. Each day, there are approximately 329 trains using this line at speeds of up to 90mph. This crossing is used very infrequently by pedestrians. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is poor, with uneven access routes along areas of farmland to reach the crossing itself. These have the effect of excluding wheelchair users and others with limited mobility who would not be able to access the crossing safely. The alternative crossing point is a vehicle and pedestrian underpass, so has fully paved and level surfaces that do not require the use of steps or other obstacles to be accessed.	Maldon Road level crossing is a public footpath crossing in rural Essex. It is on the periphery of the small town of Margaretting, and connects two agricultural fields. There is a medium density of equality groups in the area. There are several houses in the immediate environment of this crossing but the usefulness of this crossing is limited to recreational walkers. This crossing is infrequently used as it does not provide access to any local facilities and the more established crossing at Maldon Road itself is more useful for reaching various parts of the local area.	The proposal is to extinguish the level crossing, and divert all users to the Maldon Road underpass, 480m south west, which has a dedicated pedestrian pathway. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Margaretting **Type:** Public footpath & private user worked crossing **Location**: 51.684192 0.418317	The risk rating for this site is divided into two, one for the pedestrian crossing and one for the vehicle crossing. The pedestrian crossing is rated C3 for overall risk while the vehicle crossing is rated B2. This difference is likely to be due to the different types of incident that have occurred at this crossing, all involving the vehicle crossing. The key risk drivers identified at this site are the high frequency of trains, the large numbers of users, sun glare, user misuse and low sighting time. The safety features at this crossing are miniature traffic light style warning beacons to alert users to oncoming trains, gates and signage to reduce the risks as much as possible. There are an estimated 348 trains using this line each day, travelling at speeds of up to 90mph down the track. There have been	The accessibility of the crossing itself is strong, with fully paved surfaces that are level and therefore accommodate wheelchair users. While the crossing is highly accessible, the surrounding area is largely inaccessible for these groups as the ground surface is largely uneven and entirely unfit for wheelchairs and many people with limited mobility. The underbridge next to the Margaretting level crossing is also highly accessible as it is paved with level roads and no stiles or other obstacles.	This crossing is a vehicle and pedestrian crossing that serves an area south of Margaretting, Essex. There is a high density of equality groups in the area. This crossing is regularly used, with approximately 104 pedestrians and cyclists and eight vehicles using the crossing each day. It is likely that a significant amount of the use of this crossing is from people staying at or visiting the Parsonage farm cottage guest house on Parsonage lane; this is located very close to the crossing. There are no community facilities or homes on the southern side of the crossing. There is an alternative crossing that serves the same area as the Margaretting crossing, which is an underbridge approximately 100m east. This could support the high level of use of both this bridge and the level crossing without exposing users to the sizeable risk of entering onto an active	The proposal is to extinguish the level crossing and divert all users to the underbridge 100m away. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	no reported accidents, near misses or incidents of user misuse regarding the pedestrian crossing. There have been two recorded incidents of user misuse at the vehicle crossing, one in the year prior to the assessment in October 2014 and one since then. There has also been one near miss at the site, but no reported accidents.		railway line.		
Name: Maria Street **Type:** Public footpath **Location**: 51.942697 1.285904	This site has an overall risk rating of C3 meaning that there is a significantly high risk to both individuals and other groups at this site. The key risks identified are the potential for user misuse, sun glare and the large numbers of users. Approximately 201 people use this crossing each day and around 53 trains per day use this section of the line, travelling at speeds of up to 25mph. Signs warn users of the risks they face. Despite the high risk, no accidents, near misses or incidents of user misuse have been identified at this crossing.	The accessibility of this crossing is very good with fully paved access corridors with gates wide enough to accommodate wheelchairs and mobility scooters and with hand rails to assist those users who may have limited mobility.	This crossing connects Maria Street to Ferndale Street either side of the railway line that leads to the Harwich Town terminus. There is a high density of equality groups in the area. There are alternatives to this crossing such as at Alexandra Road, approximately 200m to the south west of this crossing. There are no community facilities that rely on this crossing for access but on the grounds of easy access that requires less walking or cycling to reach a destination in the area, this crossing may make it easier for certain people to reach destinations on the other side of the line.	The proposal is to extinguish the level crossing, and divert all users to the road crossing 200m south. The total diversion is 500m. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have, However it is recommended that further consideration be given to alternative solutions at this site. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Motorbike **Type:** Public footpath **Location**: 51.559817 0.499449	The overall risk rating for this site is C6 with the high frequency of trains, low sighting time and sun glare identified as key risk drivers. The site is equipped with signage to warn users of the risks and whistle boards are also in operation. There are approximately 118 trains that use this section of the line each day travelling at speeds of up to 70mph. There have been no reported accidents, near misses or incidents of user misuse at this site	The accessibility of this site is poor, with uneven, often muddy approach roads that will effectively exclude wheelchair users and people with limited mobility from safely accessing the track. This will also be the case for the inclines and obstacles that lead to the track; these include steps that such groups will not be able to use. The level crossing at Pitsea Mount is fully paved so offers users an accessible and safer alternative to this crossing.	This crossing is a pedestrian level crossing that broadly links an area of Pitsea containing housing estates and the A13 with several fields in a large open space. There is a high density of equality groups in the area. This crossing is approximately 350m west from a signal controlled level crossing on Pitsea Mount which offers a safer and more accessible crossing that provides access to the wider area. Motorbike level crossing is used by approximately two cyclists or pedestrians a day and the access providing by this crossing is also provided by the Pitsea Mount crossing.	The proposal is to extinguish the level crossing and divert all users to an alternative level crossing along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			The crossing does not provide access to any community amenities, so it is unlikely that adverse reactions will occur as a result of the closure.		
Name: Noakes **Type:** Public footpath **Location**: 51.761631 0.531343	Despite having no census data, the level crossing is close to Boreham crossing (less than 300m away along a straight track). It sees around 329 trains travelling at speeds up to 100mph daily, plus infrequent pedestrian use. Due to the low sighting time and frequency of trains, it has a risk rating of B9. It can be said that Noakes level crossing would see the same frequency and speed of trains, therefore have a similar risk rating.	From the north, the approach to the level crossing is via a gravel road through fields, which is relatively flat. To the south, there is a narrow path through woodland running parallel to both the railway and the dual carriageway. This route would be unsuitable for users with mobility or visual impairments, nor parents with pushchairs or small children due to the woodland path and proximity to traffic and trains.	The level crossing is a public footpath located in Essex, close to the town of Boreham. The crossing is surrounded by agricultural fields to the north, and is separated from Boreham due to the A12 dual carriageway. Despite being close to residential houses and amenities, there is no way for pedestrians to cross the dual carriageway to access the level crossing. Therefore it is unlikely that community severance impacts will occur as a result of the closure. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): This route avoids crossing the railway line. Instead pedestrians walking from the north along footpath EX|213|24 will be diverted (via a new public footpath) to bridleway EX|213|23 in the west. The new footpath will border adjacent farm fields and tributaries on the northern side of the track. This route comprises of well-established farm tracks and paths over overgrown grass areas. These grass areas will limit access for those with limited mobility.	
Name: Old Lane **Type:** Public footpath **Location**: 51.775647	An estimated 322 trains travelling at speeds up to 80mph use the area daily, however there is only infrequent pedestrian or cyclist use. Due to the frequency and speed of the trains, plus low sighting time, the level crossing has a risk rating of M10. There are warning signs clearly visible on either side, plus	The approach to the level crossing consists of a poorly defined footpath on either side which do not lead anywhere. There is a wooden stile blocking the level crossing. Due to the lack of an even footpath and dense vegetation, this route would not have been accessible for users with mobility or visual	The level crossing is a public footpath located in rural Essex. The small town of Roydon lies to the South, but the level crossing is completely surrounded by agricultural fields. Therefore it is unlikely that community severance impacts will have occurred as a result of the closure. There is a moderate density of equality groups within the	This level crossing has already been extinguished, and all users are being diverted to alternative crossings along the route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
0.054004	whistle boards to warn of oncoming trains. There have been no incidents of misuse or accidents on this level crossing.	impairments, nor parents with pushchairs or small children.	area.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Padget **Type:** Public footpath **Location**: 51.85581 0.961772	An estimated 90 trains travelling at speeds up to 50mph use the area daily, along with approximately 65 pedestrians or cyclists. Due to the train frequency, glare from the sun and the high volume of users, the level crossing has a risk rating of C4. For safety, there are whistle boards on the track. Despite the high rating, to date, no near misses or incidents have been recorded.	The approach to the level crossing is via a narrow gravel path between residential houses. Once past a wooden gate, metal railings and vegetation narrow the path even further, restricting access for some users, e.g. those in wheelchairs / mobility scooters and pushchairs. The only signage warns of overhead cables, but not passing trains. The crossing itself would also be an issue, due to there being gaps between the walkway and the tracks.	The level crossing is a public footpath located within the town of Wivenhoe, Essex. The train line bisects the town, and there are residential estates and community and business resources on either side of the level crossing. There are two vehicular crossings within 200m either side of Padget, which are accessible for pedestrians within equality groups. There is a high density of equality groups in the area.	The proposal is to extinguish the level crossing, and divert all users to the road bridge on Anglesea Road. There is no designated pedestrian footway on this bridge therefore users would have to walk in the carriageway to traverse the line. The road bridge on High Street does have a pavement, however utility poles act as barriers for some users - again causing some users to walk part of the route in the carriageway. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Parndon Mill **Type:** Public footpath **Location**: 51.779459 0.081276	Despite having no census data, the level crossing is in close proximity to Sadlers Crossing (800m away), so information can be inferred. Sadlers sees 253 trains travelling at speeds up to 80mph, with limited pedestrian use. Due to frequent trains and low sighting times, it has a risk rating of C10.	The approach to the level crossing consists of a pathway through a woodland border on both sides. There is a road bridge crossing 200m east, which would be a safer alternative.	The level crossing is a public footpath located in rural Essex, north of the town of Little Parndon. The crossing separates an art gallery and furniture warehouse from the town, however there is a road crossing 200m to the east. Therefore it is unlikely that community severance impacts would occur as a result of the closure. There is a moderate density of equality groups within the area.	The proposal is to extinguish the level crossing, and divert all users to the road bridge crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Potters	Potters level crossing in used is currently used by approximately 8	Users wishing to access this crossing must enter through a	Potters level crossing is located on the outskirts of Rivenhall, Essex. It provides	The proposal is to extinguish the level crossing, and divert all users to	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Type: Public footpath **Location**: 51.821256 0.667043	pedestrians and/or cyclists daily. In contrast, it is used by approximately 293 trains per day, travelling at speeds of up to 100 mph. Safety features of the crossing include gates and signage. Risks factors consist of the high frequency of trains and sun glare. It has obtained a risk rating of C4 and one incident of misuse has been recorded in the twelve months before March 2014 (with none recorded since). No other incidents have been recorded at the site.	narrow gate and walk up a step set of steps, which eventually leads to a tarmacked pathway. This is likely to pose access issues for certain groups such as those with impairments and wheelchair users. In addition the approach to the crossing itself may limit the same user groups as they have to negotiate a heavy set of wooden pedestrian gates.	pedestrian access between agricultural lands on either side of the crossing. There are no community facilities located within the immediate vicinity; however a residential estate is within close proximity. It is unlikely that closure of the crossing will result in community severance issues. There is a relatively high density of equality groups in the area.	alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal, under this option is to divert all users to the Oak Road underpass, 340 south east of Potters level crossing. Pedestrians approaching the crossing from the west will be diverted south along footpath EX|105|47 to the underpass and join footpath EX|105|48 on the eastern side of the underpass. A new public footpath would be established linking EX|105|48 to footpath EX|105|43 on the western side of Potters level crossing. The new footpath would run immediately parallel to the railway line. Pedestrians will then be able to join existing footpaths in the area. This route would not be suitable for wheelchair users or those with limited mobility due to the presence of steps between EX|105|47 and Oak Road. This route also requires users to navigate across a narrow wooden bridge over a stream. Much of this route is also unpaved and on uneven fields that could become muddy at times, further reducing accessibility for	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				those with reduced mobility.	
				Alternative option (blue route): The proposal, under this option is to divert all users to the Oak Road underpass, 340 south east of Potters level crossing. Pedestrians approaching the crossing from the west will be diverted south along footpath EX|105|47 to the underpass and join footpath EX|105|48 on the eastern side of the underpass. A new public footpath would be established at the western end of footpath EX|105|48 linking to footpath EX|105|43 on the western side of Potters level crossing. Pedestrians will then be able to join existing footpaths in the area. This route would not be suitable for wheelchair users or those with limited mobility due to the presence of steps between EX|105|47 and Oak Road. This route also requires users to navigate across a narrow wooden bridge over a stream. Much of this route is also unpaved and on uneven fields that could become muddy at times, further reducing accessibility for those with reduced mobility.	
Name: Puddle Dock **Type:** Public footpath **Location**: 51.564985 0.296412	Puddle Dock level crossing is infrequently used by pedestrians. In contrast, approximately 197 trains use this line daily at an average speed of 75 mph. Safety features of the crossing include signage and risks associated with it are the high frequency of trains and low sighting time. There have been no incidents of misuse and the crossing has	Access to the crossing is severely limited. No formal path or road exists on either side of the railway and users have to walk along an unsurfaced grassy and muddy track. In addition, those wishing to access the crossing have to do so via a wicket fence and stile. This type of approach will certainly prevent access issues for certain	Puddle Dock level crossing is located in a rural area of Essex and is situated between the M25 motorway and the B186 road. It provides access to private agricultural land either side of the crossing and is completely surrounded by farmland; therefore, it does not provide access to any local amenities. It is unlikely that community severance will arise as a result of the closure.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	attained a risk rating of C10.	users, such as disabled and older people, as well as small children and individuals using a pushchair.	There is a low density of equality groups in the area.	more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): Under this option, pedestrians will be diverted to Brickfields level crossing, 1.35km west of Puddle Dock level crossing. To the south of the railway line, all users will be directed along the B187 to the existing footpath linking to Brickfields level crossing. A new footpath will be established linking Brickfields crossing to footpath EX|272|183 on the northern side of the railway. An additional footpath will be established linking footpath EX|272|183 with EX|272|180 at Puddle Dock crossing. This route goes via agricultural land a potentially busy road traffic route. Walking distances would also be heavily impacted. Those with reduced mobility will be disproportionately impacted by this route.	
				Alternative option (blue route): Under this option, pedestrians will be diverted to the Warley Hall Lane bridge, 1.45km east of Puddle Dock level crossing. From the south of the railway line, pedestrians will walk along existing highways (St Mary's Lane) routes and a new footpath within adjacent fields, eventually connecting to an existing footpath leading to Whipps Farmers level crossing. A new footpath with be established on the southern border of the railway line, linking Whipps Farmers crossing with Warley Hall	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				Lane bridge. A new footpath linking Whipps Farmers crossing to the bridge will similarly be established on the northern side of the railway (north of the adjacent ponds). A fourth footpath would be created linking footpath EX|272|178 (which leads to the Whipps Farmers crossing) and EX|272|180 at Puddle Dock level crossing. Pedestrians using this fourth footpath would have to cross over the B186 Warley Street. Little Warley Hall Lane does not have pedestrian footways, therefore all users will have to walk in the carriageway. Additionally, all users will have to navigate across the B186. This would pose safety risks, particularly for children. The route also includes crossing ditches / tributaries with unofficial bridges in place. Further to this, walking distances would be heavily impacted. Those with reduced mobility will be disproportionately impacted by this route.	
				Alternative option (green route): Under this option, pedestrians will be diverted to the Warley Hall Lane bridge, 1.45km east of Puddle Dock level crossing. From the south of the railway line, pedestrians will walk along existing highways (St Mary's Lane) and footpaths to Whipps Farmers level crossing. A new footpath with be established on the southern border of the railway line, linking Whipps Farmers crossing with Warley Hall Lane bridge. A new footpath linking Whipps Farmers crossing to the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				bridge will similarly be established on the northern side of the railway (north of the adjacent ponds). A third footpath would be created linking footpath EX|272|178 (which leads to the Whipps Farmers crossing) and EX|272|180 at Puddle Dock level crossing. Pedestrians using this third footpath would have to cross over the B186 Warley Street. Little Warley Hall Lane does not have pedestrian footways, therefore all users will have to walk in the carriageway. Additionally, all users will have to navigate across the B186. This would pose safety risks, particularly for children. The route also includes crossing ditches / tributaries with unofficial bridges in place. Further to this, walking distances would be heavily impacted. Those with reduced mobility will be disproportionately impacted by this route.	
Name: Sadlers **Type:** Public footpath **Location**: 51.779659 0.068509	Sadlers level crossing is infrequently used by pedestrians and cyclists. In contrast, approximately 253 trains travelling at an average speed of 80 mph use cross this part of the network daily. Risks associated with this crossing include the high frequency of trains, low sighting time and sun glare. Safety features include signage, and whistle boards. One incident of misuse has taken place since December 2013, with no near misses or accidents ever recorded at the site. Sadlers level crossing has obtained a risk rating of C10.	The approach to the crossing is highly inaccessible as no formal pathway or road exists on either side, and users must walk through agricultural fields to access the crossing. In addition, the approach to the crossing poses major restrictions as users must negotiate a precarious wooden stile and walk up a sloped embankment. Access is likely to be extremely limited to most users but especially for certain groups, such as those with mobility impairments, parents with pushchairs and older people.	Sadlers is a public footpath crossing located in the outskirts of Harlow Town, Essex. It provides access between agricultural fields on both sides of the crossing. No community facilities exist within the immediate vicinity of the crossing; however, Harlow Town Cricket club is located within 500 metres of the crossing. There is a moderate density of equality groups in the area.	The proposal is to close the level crossing and divert all users to alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route):	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				Under this option, pedestrians will be diverted to an existing underpass, located 220m west of Sadlers level crossing. A new public footpath would be established linking footpath EX|185|74 in the north to footpath EX|185|122 south of the railway, via the underpass, This route involves cutting through Parndon Mead field when heading south, and then following the route of Canons Brook south before joining footpath EX|185|122. This route requires traversing grassy fields and uneven surfaces so would not be safe or accessible to users with limited mobility or those with pushchairs.	
Name: Sand Pit **Type:** Public footpath **Location**: 51.854554 0.983039	An estimated 94 trains travelling at speeds up to 75mph use the area daily, and less than 5 pedestrians or cyclists. Due to frequent trains, the level crossing has a risk rating of C7. There are warning signs clearly visible on either side of the crossing, and there have been no reports of misuse or accidents on the level crossing.	On either side, the approach to the level crossing is via a narrow, dirt track which is relatively flat. There are high stiles to cross, and then steep steps to the level crossing. This route would not be accessible for users with mobility or visual impairments, nor parents with pushchairs or small children.	The level crossing is a public footpath located in Essex. The crossing is completely surrounded by fields and wooded areas, and the town of Alresford is located approximately 1km to the East. There are a few isolated houses to the south and west of the level crossing, and nature trust woodlands to the north. It is unlikely that community severance impacts will occur as a result of the closure; however the crossing may be used by resident's crossing over to the woodland trail. There is a low density of equality groups in the area.	The proposal is to extinguish the level crossing, and divert all users to Alresford Road bridge, approximately 370m west of Sand Pit level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Snivellers **Type:** Public footpath **Location**: 51.826825 0.677097	The overall risk rating of this site is C6 with the high frequency of trains identified as the key risk driver at this site. The signage that warns users of the risks they face is the key safety feature identified. There are approximately 293 trains that use this section of the line each day, travelling at speeds of up to	The accessibility of this site is limited by the poor accessibility of the access routes which are unpaved and uneven. This will likely cause wheelchair users and many people with limited mobility to be unable to access the crossing. In addition to this, the crossing is not flat so requires users to climb	This crossing is a pedestrian level crossing that connects two areas of farmland in rural Essex. There is a medium density of equality groups in the area. There are no community facilities, homes or businesses that can be reached only via this crossing. Snivellers crossing is used approximately three times a day by	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway line - a road bridge is located 490m north east of this level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	100mph. Approximately three pedestrians / cyclists use this crossing each day and there have been no reported accidents, near misses or incidents of user misuse at this site.	up to the line in order to cross it. There is also no distinct pathway on the north side of the crossing, meaning users have to walk through fields to reach where they are going.	pedestrians or cyclists.	crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal for this route is to divert all users to the Cranes Lane bridge, 480m north east of the level crossing. Pedestrians from the west would use footpath EX|92|16 to access Cranes Lane. From the east, pedestrians would travel along the pavement on the northern edge of the A12, turn onto the B1024 and then join Cranes Lane. This is a fully accessible route with pedestrian footways on the A12 and B1024. The lack of pavement on Cranes Lane is unlikely to increase risks as this road is unlikely to experience large volumes of traffic.	
				Alternative route (blue route) This option does not cross the line and therefore does not provide or improve access for any users.	
Name: Thornfield Wood **Type:** Public footpath **Location**: 51.932204 0.761511	The overall risk rating of this crossing is D6 with the risk of user misuses identified as the key risk driver and the signage at the crossing noted as a protection against this risk. Each day, approximately 38 trains, travelling at speeds of up to 50mph. Despite the risk, there have been no reported accidents, near misses or incidents of user misuse at this	The accessibility of this crossing is severely limited by the presence of steps, narrow gates and muddy inclines that must be used to access the crossing. These features exclude wheelchair users and those with limited mobility from accessing the crossing. Users with impaired vision may also struggle to safely use this crossing as the layout is not intuitive and there are	This crossing connects an area of woodland with an area of farmland north of Wakes Colne in Essex. There is a medium density of equality groups in the area. This crossing does not provide access to any community facility, business or home and as such only has approximately four users per day. The alternatives to this crossing are a bridge around 500m south at Spring Gardens road or a bridge over	The proposal is to extinguish the level crossing and divert all users to the alternative southern crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	crossing.	no audible warnings given for approaching trains.	the line 400m north of this crossing.	crossings than other groups in society.	
				Alternative option (red route): Under this option, the proposal is to extinguish the level crossing and divert all users to a bridge on Spring Gardens Road, 480m south. Pedestrians will be diverted south via Jupe's Hill Road, on the western side of the railway, and footpath EX|152|13 on the eastern side. Spring Gardens Road is a narrow, one lane highway. Jupe's Hill is slightly wider, and although it does not have pavements, it does contain grass verges for walking. This route likely to restrict access for some users.	
				Alternative option (blue route): Under this option, the proposal is to extinguish the level crossing and divert all users to a road bridge, 400m north. A new footpath will be established on both sides of the railway line (parallel to the track), linking footpaths EX|152|11 and EX|152|12 to the unnamed road bridge. Safety is an issue along this route as the unnamed road is narrow, with high hedges and limited-to-no verges. Access is likely to be restricted for some users as a result of the natural terrain along this diversion.	
Name: Ugley Lane **Type:** Private user worked crossing	Ugley Lane crossing is infrequently used by both pedestrians and vehicles. Approximately 135 trains cross this part of the network each day, travelling at speeds of 70mph. No incidents have been recorded at the crossing. Risk factors for the	The west approach to the crossing is via a wide paved path which is uneven in some places. The east approach to the crossing is via a steep grass hill which is partially overgrown. Due to the steep gradient of the overgrown	Ugley Lane is a private user worked crossing located in Henham, Essex. The crossing provides access between an electrical switchgear site to the east and North Hall Road to the west. There is a medium density of people from equality groups in the area. There is an	The proposal is to extinguish the level crossing, and divert all users to the underpass crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 51.941559 0.222352	crossing are sun glare and frequent trains. Safety protection consists of gates, signage and telephones provided for vehicle users. The crossing has a risk rating of C8.	approach, any users with mobility difficulties are likely to find access to the crossing challenging. There are crossing gates on both sides; these are likely to present challenges to people with mobility difficulties.	alternative crossing located very close to the Ugley lane level crossing via an underpass on North Hall Road, approximately 50m south east of the crossing. The level crossing does not provide access to any community facilities and the diversion to the North Hall Road underpass is relatively short, it is therefore unlikely that closing the crossing will have community severance impacts.	have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Wallaces **Type:** Private footpath **Location**: 52.016186 0.205014	Wallaces level crossing is currently infrequently used by pedestrians. Approximately 130 trains cross this part of the network each day travelling at speeds of 70mph. No incidents have been recorded at the crossing. The risk factors for this crossing are user misuses and frequent trains. Safety protection at this level crossing consists of signage only. The crossing has a risk rating of C10.	The entrance to the crossing is via a manually operated wooden gate which is concealed from view due to overgrown vegetation. The immediate approach to the crossing is in an overgrown wooded area, this is unlikely to be accessible to wheelchair users or people with pushchairs and would prove challenging for any users with a mobility difficulty.	Wallaces level crossing is a private footpath crossing in Wendens Ambo, Essex. The crossing provides access between agricultural fields to the east and west. There is a low density of people from equality groups in the area. There is an alternative crossing point via a pedestrian bridge approximately 300m south of the existing crossing. It is therefore unlikely that community severance impacts will arise as a result of the closure	The proposal is to extinguish the level crossing, and divert all users to the pedestrian bridge. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Wheatsheaf **Type:** Public footpath **Location**: 51.93883 1.16225	Wheatsheaf is infrequently used by pedestrians. Approximately 62 trains cross this part of the network each day travelling at speeds of 60mph. No incidents have been recorded at this crossing. Sun glare is the main risk factor for this crossing. Safety protection consists of signage only. The crossing has a risk rating of D10.	There are 25+ steps up to the level crossing at a steep gradient, a hand rail is provided on the left hand side for users to hold on to. On one side the path leading up to the crossing is made of narrow wooden boards, this surface is likely to become slippery during times of heavy rainfall. The fields on either side of the crossing are overgrown in some places and at a moderate gradient. Access to the level crossing also involves the use of kissing gates. The level crossing is therefore unsuitable for use by wheelchair or pushchair users and is likely to present a number of challenges for any users with	Wheatsheaf is a public footpath level crossing in Wrabness, Essex. The crossing provides access between fields to the north and south. There is a high density of equality groups in the area. However, the crossing does not provide access to any community facilities. There is an alternative crossing point close to the crossing via the road bridge on Church Road, 250m east of the crossing. It is therefore unlikely that closing the crossing will have any community severance impacts.	The proposal is to extinguish the level crossing and divert all users to the Church Road bridge, 250m away. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		mobility impairments.			
Name: Whipps Farmers **Type:** Public footpath **Location**: 51.565516 0.304595	Whipps Farmers is infrequently used by pedestrians. Approximately 197 trains cross this part of the network each day travelling at speeds of 75mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare and frequent trains. Safety protection consists of signage only. The crossing has a risk rating of C8.	On both sides the approach to the crossing is via agricultural fields. On the immediate approach to the crossing there is a fence stile and a wide metal gate. The stile is likely to be unmanageable by people with mobility difficulties. People with mobility difficulties may also find opening the metal gate challenging without assistance.	Whipps Farmers is a public footpath level crossing located in Brentwood District, Essex. The crossing provides access between agricultural fields to the north and south. There is a trading park approximately 200m north of the crossing which can also be accessed via the B186, and there are a number of residential houses approximately 350m south of the crossing along St Marys Lane. There is a relatively high density of people from equality groups in the area. However, the crossing does not provide access to any community facilities and the vehicle bridge on the B186 300m east of the crossing provides an alternative crossing point. It is therefore unlikely that closing the crossing will have any community severance impacts.	The proposal is to extinguish the level crossing and divert all users to an alternative crossing along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Windmills **Type:** Public footpath **Location**: 51.999746 0.209496	Windmills level crossing is infrequently used by pedestrians. Approximately 130 trains cross this part of the network each day travelling at speeds of 70mph. No incidents have been recorded at this crossing. The risk factors for this crossing are sun glare, frequent trains and low sighting time. Safety protection at this crossing consists of signage and whistle boards. The crossing has a risk rating of C8.	The approach to the level crossing is through grass fields on both sides, and the surface is unlikely to be suitable for wheelchair use. The immediate approach to the crossing is blocked off by a fence; users have to step over a stile to reach the crossing. For this reason the crossing is unlikely to be suitable for use by people with mobility difficulties.	Windmills level crossing is a public footpath crossing in Newport, Essex. The crossing is located south of the village of Wendens Ambo and provides access between agricultural fields to the east and west. There is a high density of equality groups in the area. It is accessed via a path from Rookery Lane around 100m north of the crossing, where there is an alternative crossing point via Trees public highway crossing. Site photos suggest that the crossing is currently closed to pedestrians. The crossing does not provide access to any community facilities and there is an alternative crossing point via Trees level crossing. It is therefore unlikely that community severance impacts will arise as a result a permanent closure.	The proposal is to extinguish the level crossing, and divert all users to the vehicular level crossing at Rookery Lane. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Wivenhoe	A 24-hour census recorded no vehicles and 77 pedestrians /	The accessibility of this site is good. The approach to the crossing	Wivenhoe Park level crossing is a Stop, Look, Listen vehicular crossing with	The proposal is to remove vehicle rights and vehicle access gate, but	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Park **Type:** Occupation and public footpath crossing **Location**: 51.871964 0.940750	cyclists using Wivenhoe Park level crossing. Additionally, an estimated 101 trains use this part of the network daily. As such, Wivenhoe Park has a risk rating of C4. Key risk factors include the large volume of users, frequent trains and sun glare. Safety features at this site include telephones and signage.	from both directions of the crossing is along well-defined, level, gravel paths. These would pose limited restriction to the majority of users. The vehicle crossing gates are padlocked, and therefore all pedestrians wishing to cross the railway at this location will need to have the ability to use the adjacent crossing stiles. This will hamper the accessibility of certain users, in particular people in wheelchairs or with other mobility impairments.	crossing stiles available for pedestrian access. The crossing is located between the University of Essex Colchester Campus (250m north east) and the River Colne (100m west). The crossing is surrounded by agricultural fields and wooded areas and provides access to a well-established leisure trail along the River Colne. The nearest pedestrian crossing over the railway is 850m north west of the level crossing, in the form of a ramped footbridge. There is a high density of equality groups in the area, however, as Wivenhoe Park level crossing does not provided access to any amenities of importance to people from equality groups, full closure of the crossing without appropriate replacement will likely result more in user inconvenience than community severance.	maintain pedestrian access at the site. As pedestrian access will be maintained, disproportionate adverse impacts on any equality groups are unlikely to occur. Vehicle access is proposed via the industrial estate 770m north west of Wivenhoe Park level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Woodgrange Close **Type:** Public footpath **Location**: 51.539153 0.744037	An estimated 165 trains travelling at speeds up to 70mph use the area daily, along with around 53 pedestrians or cyclists. Due to sun glare, frequent trains and the large number of users, the level crossing has a risk rating of C4. Safety features at the site include signage only, however, since August 2012 there have been nine user misuses, one near miss and one fatal accident (in October 2013) reported at the site. An inquest determined that victim took her own life as a result of CCTV images.	The approach to the level crossing from the north is via a footpath bordering the grounds of the High School. To the south, it is a narrow footpath between the residential properties. The crossing itself does not have any furniture to enable ease of use. Overall, it is likely that certain groups will have difficulty accessing this crossing, particularly those with mobility impairments and pushchair users.	The level crossing is a public footpath in Essex, and is located in a residential area within Southend-On-Sea. The crossing is completely surrounded by residential houses and amenities, and the level crossing itself links a residential estate in the south with the grounds of Southend High School for Girls to the north. It is likely that the crossing is used by students when travelling to and from school, so it is likely that younger people and perhaps parents with pushchairs will be affected by the closure. There is a high density of equality groups in the area. It is worth noting that alternative access routes over the railway exist, the closest one being via a vehicle underpass (with well maintain pavements) on Lifstan Way, approximately 290m west of the level crossing. All alternative routes	As fully accessible alternative routes over the level crossing are available and given the number of misuses at the site, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. However, given the links with community facilities of importance to several equality groups, alternative solutions to the closure should be explored.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			have level pavements and have tactile paving, greatly enhancing accessibility for all users.		
Name: Woodham Fen **Type:** Public footpath & private user worked crossing **Location**: 51.647916 0.598907	The overall risk rating for this site is divided in to two, one for the pedestrian crossing and one for the vehicle crossing. The pedestrian crossing is rated as D4 while the vehicle crossing is rated B8. This difference demonstrates the higher risk faced by vehicles at the site. The key risk drivers identified at this crossing are the large numbers of users of the pedestrian crossing, the high frequency of trains and the risk of sun glare. There are approximately 56 trains that use this line each day, they operate both freight and passenger services at speeds of up to 60mph. There have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of the site is limited by the unpaved and uneven access routes. These uneven surfaces - that are likely to be prone to mud - make accessing the site unduly difficult for wheelchair users and many with limited mobility. The Ferrers Road bridge however is fully paved and allows for all users to safely access the site and cross over the railway line without having to enter an active railway line.	This crossing is a vehicle and pedestrian crossing near South Woodham Ferrers in Essex. This crossing connects areas of farmlands. There is a high density of equality groups in the area. This crossing is used by approximately 54 pedestrian users each day, but infrequently used by vehicles. While this crossing is evidently used to access the various establishments on either side of the crossing, there is a viable alternative in the form of a road bridge at Ferrers Road, approximately 180m east of the level crossing	The proposal is to extinguish the level crossing, and divert all users to the road bridge crossing for safety. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. However, due to the large number of users, further assessment of this crossing is considered necessary.	

8 Cambridgeshire

8.1 Introduction

Several of level crossing proposals within this county were not pursued past GRIP1 Stage at this stage, however of those that were the following were subject to DIA scoping for alternative solutions as part of Revision D of this report:

- Chittering
- Furlong Drive
- Munceys
- Wicken Road

The initial equality analysis for each level crossing based in Cambridgeshire is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the phases described in section 2.3.

8.2 DIA scoping analysis

Table 8.1: DIA analysis for Cambridgeshire based level crossings

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Adelaide **Type:** Public footpath **Location**: 52.417884 0.303392	Adelaide level crossing is infrequently used by pedestrians, and approximately 57 trains travelling at 80 mph use this part of the network daily. No misuses or accidents have been documented at the site, however, since September 2011, one near miss has been recorded. The crossing has therefore been given a risk rating of D11. Safety features of the crossing include stiles and signage.	There is no formal path to the level crossing on either side of the railway; therefore all users wishing to cross the railway line must walk along a grassed verge to access a crossing stile, followed by a sloped embankment up to the tracks. The approach and crossing furniture currently prevent access for certain users, such as people with mobility impairments and people with pushchairs.	The level crossing provides access between agricultural fields in the West and the River Great Ouse in the East. A dirt road runs parallel to the railway line on the western side of the level crossing. The crossing is completely surrounded by farmland and the river, and therefore does not provide access to any local facilities. There is a low density of equality groups in the area. It is therefore unlikely that community severance and/or disproportionate equality impacts will arise as a result of the	Access, to both sides of the track, can be acquired along routes that stem off Ely Road, 1km south of Adelaide level crossing. The route along the river bank is along a natural track which may limit accessibility for those with mobility impairments. However, as Adelaide level crossing is currently inaccessible, it is unlikely that there will be any disproportionate impacts in terms of pedestrian accessibility as a result of the crossing closure. Network Rail will explore, consult on	

			closure.	and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Ballast Pit **Type:** Occupation crossing **Location**: 52.280810 0.209387	This crossing is infrequently used by pedestrians with rights to use the crossing. Additionally, no vehicles other than tractors / farm vehicles and potentially fishing pond users are considered to be using this crossing. An estimated 144 trains use this part of the network daily, therefore Ballast Pit level crossing has a risk rating of B6. Safety features at this site include signage only.	The eastern approach to the crossing is via an undulating dirt road. This can be particularly muddy and waterlogged during rainy periods. Though wide grass verges are present alongside the road, they may limit access due to mud and uneven terrains. Due to these, the accessibility of this crossing is limited, particularly restricting people with mobility impairments. The crossing provides direct access into farm land and potentially fishing ponds, therefore the western approach requires individuals to walk through uneven terrain – posing similar constraints as the eastern approach.	Ballast Pit level crossing is an Occupation crossing in Waterbeach, Cambridgeshire. The crossing provides access between agricultural land and Long Drove in the east, and agricultural land in the west. There is no separate pedestrian access gate at this site. Due to its rural location, there is a moderately low density of equality groups in the area. Closure of the level crossing is therefore unlikely to have any community severance impacts.	The proposal is to extinguish the occupation rights level crossing and divert all vehicles around the railway via the surrounding public roads – likely to be via the automatically controlled half barrier vehicular crossing on Cross Drove (750m north of the level crossing). As the level crossing is rarely used by equality group members, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Barrington Road **Type:** Private footpath **Location**: 52.119131 0.05577	This crossing is used by approximately 16 pedestrians and/or cyclist per day. In addition, it is estimated that 52 trains traveling at speeds up to 90 mph use this part of the network daily. The main risk associated with this crossing is its close proximity to the main station. Safety features include signage, lights and gates. No accidents or incidents of misuse have been	The pathway leading to this crossing appears to be relatively accessible as it is along a flat tarmacked road with a wide footpath for pedestrian use. The approach to the crossing itself has manually operated gates and furniture across the tracks to enable ease of use for those with limited mobility. It is unlikely that users will experience any difficulties when using this crossing.	Barrington Road is a footpath crossing located on the edge of Foxton, Cambridgeshire. It provides access between a number of residential properties and agricultural land either side of the crossing. There are no community facilities within the immediate vicinity, however, a number of local goods and services in Foxton town are located less than 1km south of the crossing - including Foxton Primary School and churches.	The proposal for this level crossing is to divert all users onto Barrington Road, which leads to the controlled vehicle level crossing at Foxton Station on to Royston Road. This will maintain access for vehicle users and offers a separate pedestrian crossing point. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level	

	recorded in the last 12 months. It has obtained a risk rating of D6		It is therefore possible that residents north of the crossing may face community severance and longer journey times trying to reach these facilities. There is a high density of equality groups in the area.	crossing may have The more controlled crossing option on Royston Road is important here. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Black Horse Drove **Type:** Private user worked crossing **Location**: 52.507238 0.335093	Black Horse Drove level crossing is used by approximately 16 vehicles and 2 pedestrians or cyclists per day. Additionally, an estimated 57 trains, travelling at speeds of 90 mph, use this part of the network daily. Safety features of the crossing include a phone for drivers of large or slow moving vehicles, manually operated gates, signage and miniature stop lights. Risk factors consist of sun glare, potential user misuses (e.g. gates being left open) and low sighting times; as such Black Horse Drove level crossing has acquired a high risk rating of B4. No accidents or near misses have been recorded at the site, however one incident of user misuse has been documented since June 2013.	The eastern approach to the level crossing is along Black Horse Drove, a tarmac road which stems from a hamlet off of Ten Mile Bank and which does not pose any restriction for any user groups. The approach from the west is similarly via a tarmac road; however this road for private use and slightly sloping. Pedestrians approaching the crossing from this direction currently walk along a grass verge or alternatively walk in the carriageway itself before accessing the pedestrian gate. It is worth noting that the pedestrian gates, on both sides of the track, are located on the right hand side of the vehicular gate. This means that non-motorised users must follow a diagonal trajectory to access the exiting gate. This may increase the length of time spent on the railway for people crossing with mobility impairments such as disabled and older people, and may potentially result in wheels of pushchairs or wheelchairs/mobility scooters getting trapped in the grooves of the railway line	Black Horse level crossing is a private, vehicular and pedestrian user crossing. It provides access to private farmland in the west, and agricultural land and small residential hamlet in the east. Within a 1km radius, the area surrounding the level crossing has a low density of equality groups. The crossing does not provide access to any local facilities which may be required by persons with protected characteristics; however residents of the farm houses located on the western side of the crossing may face community severance issues should an alternative means of traversing the railway line not be provided.	The nearest vehicular crossing over the line is located 3km south of the level crossing, on Poplar Drove, significantly increasing travel distances for all users. Nevertheless, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. Some consideration should be given to the residents of the adjoining farm.	
Name: Braham Farm **Type:** Public footpath **Location**: 52.373909 0.257127	Data shows that around four pedestrians use Braham Farm level crossing per day. An estimated 57 trains use this part of the network daily. As such, this crossing has a risk rating of C6. Key risk factors include sun glare and potential user misuse. Safety features at this site include signage.	The accessibility of this crossing is limited given the presence of wooden crossing stiles at either end of the crossing. This will restrict access for some users, particularly people with mobility impairments. The approaches from both directions are along grass footpaths which are likely to only restrict access when wet or muddy.	Braham Farm level crossing is a public footpath crossing located in rural Cambridgeshire, 2km south of Ely train station. A river tributary runs immediately parallel to the level crossing, meeting the Great Ouse 320m east of the level crossing. To the south of the crossing is agricultural land. This crossing provides pedestrian access between two fields, with Sun Braham Farm	The proposal is to extinguish the level crossing and divert pedestrians to a culvert located adjacent to Braham Farm level crossing. Drainage seems to be a considerable problem of the culvert, given the visible pools of water and damp walls on site. As such, the current structure appears to be unsafe. Steps are proposed to link the culvert with the footpath on either side of the	

			and the River Great Ouse located further beyond to the west and east respectively. Alternative crossings are available in close proximity to Braham Farm level crossing, therefore closure of this crossing is unlikely to have any severance impacts. There is a low density of equality groups in the area.	crossing (which is on an embankment). The proposed solution is therefore also restrictive for some users. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety benefits will be further realised should the culvert structure be reinforced. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Brickyard Drove **Type:** Public footpath **Location**: 52.550783 -0.088698	The crossing is infrequently used. Among the risks that present themselves at this crossing are from the glare from the sun and the impacts of user misuses of the crossing. While there are signs alerting users to the dangers of misuse, the potential remains high as this is a largely secluded crossing with no barriers or hand rails to avoid accidents on either side of the track. The risks associated with this crossing are exacerbated as there are approximately 176 trains a day, both passenger and freight, using this line at speeds of up to 75mph. The risk rating for this crossing is C10. Despite these risks, no accidents, near misses or incidents of user misuse have been reported.	The Brickyard Drove level crossing consists of two stiles either side of a railway line in Cambridgeshire with several planks positioned on the track so that people can cross. There is very little to this crossing in the way of infrastructure, with only one side of the track having any sort of solid road surface. This impacts upon the equality value of this crossing as the lack of accessibility for people with limited mobility is distinct due to the stiles on both sides of the track and the rough, overgrown track on one side.	This level crossing connects a footpath and a bridleway that do not distinctly serve any particular use beyond the cycle routes. There is a moderately high density of equality groups in the area. An alternative route for those able to cross the railway line would be to use the far more established and fully paved, signposted and controlled level crossing at Wype Lane, 300m west from the Brickyard Drove crossing.	The proposal is to extinguish the level crossing, and divert all users to the road crossing at Wype Lane or the footpath crossing to the west (Fens Lots Drove), via existing footpaths and small roads. The road crossing itself has a narrow pedestrian path which is relatively flat; however this is not the case for the road which may increase risk to pedestrians having to walk along the road. However, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Cassells **Type:** Public	An estimated 34 trains travelling at speeds up to 60mph use the track every day, and there is infrequent pedestrian use. Due to the frequent	The approach to Cassells level crossing from the both directions is along an overgrown natural track bordering the adjacent fields. Therefore access is	The level crossing is a public footpath located in rural Cambridgeshire. The crossing is surrounded by fields to the north and a wooded area and	The proposal is to extinguish the level crossing and divert all users to the controlled vehicle level crossing at Brinkley Road. Whilst having no	

footpath **Location**: 52.187568 0.310369	trains and speed, plus sun glare, the level crossing has a safety rating of D10. There have been no reports of misuse or incidents so far.	impeded for users with mobility or visual impairments, plus parents with pushchairs and young children.	allotments to the south. Residential properties are located 200m North-West of the crossing, however, results from There is a low density of equality groups in the area. As the crossing does not provide access to any community facilities, it is unlikely that community severance impacts will occur as a result of the closure.	dedicated pedestrian pathway along the road, it is tarmacked and flat. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Chittering **Type:** Public footpath **Location**: 52.306628 0.223714	Chittering level crossing is currently infrequently used by pedestrians. Approximately 138 trains cross this part of the network each day travelling at speeds of 90mph. No incidents have been recorded at the crossing. The risk factors for this crossing are frequent trains and sun glare. Safety protection at this level crossing consists of signage only. The crossing has a risk rating of C10.	The approach to the level crossing from the west is via an overgrown and seasonally flooded track, which leads to a stile which has become overgrown and unusable. To the west, the path is also overgrown, but the wooden bridge to the level crossing remains accessible on foot. The route would be unsuitable for users with mobility or visual impairments, and parents with pushchairs or young children.	Chittering level crossing is a public footpath crossing in Waterbeach, Cambridge. It is completely surrounded by agricultural fields, and there are no residential houses or amenities within 1km of the level crossing. There are no equality groups in the area. Therefore it is therefore unlikely that community severance impacts will arise as a result of the closure.	The proposal is to extinguish the level crossing completely, and divert users to Jack O'Tell level crossing, 440m north east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				<u>Alternative option (red route):</u> The proposal is to extinguish the level crossing completely, and divert users to Jack O'Tell level crossing, 440m north east. Under this option, pedestrians on the western side of the railway would use footpath 17, followed by footpath 16 to access Jack O'Tell crossing. From the eastern side, pedestrians would use the existing footpath linking Joist Farm on Long Drove with Jack O'Tell crossing. This route makes use of unpaved footpaths and dirt tracks, which may be unsuitable for prams or wheelchair users. Also, the route	

				may become muddy during the winter months. There is a drainage ditch running along Footpath 16. This may present potential dangers for children.	
				Alternative option (blue route): The proposal is to extinguish the level crossing completely, and divert users to Jack O'Tell level crossing, 440m north east. Under this option, a new footpath would be established linking footpath 16 (at Jack O'Tell crossing) to Chittering level crossing. Pedestrians will also have the option to follow Footpath 18 westwards and link to Footpath 17. The blue route follows the same course on the western side of the railway line as the red route described above. This route makes use of unpaved footpaths and dirt tracks, which may be unsuitable for prams or wheelchair users. Also, the route may become muddy during the winter months. There is a drainage ditch running along Footpath 16. The new footpath also incorporates a style to access a narrow wooden bridge over a drainage ditch. This may prevent access for those with impairments and presents potential dangers for children.	
Name: Clayway **Type:** Public footpath **Location**: 52.451838	The crossing has a risk rating of C6. This line sees approximately 57 trains a day travelling at speeds of up to 80mph. It is estimated that around 15 cyclists and pedestrians use this crossing each day. A key risk driver identified is the short slighting times and sun glare. To counteract these risks, signs	The level crossing itself is accessed via stiles and narrow grassed alleyways, thereby limiting those with mobility issues and pushchairs from using the crossing. However, it does not provide access that would otherwise be denied, as there is a route via the road to access the other side of the track.	This crossing connects two areas of housing and a caravan camp site in Littleport, Cambridgeshire. There is a high density of equality groups in the area. An alternative route over the railway is available via a vehicular level crossing on Victoria Street (200m north of Clayway level crossing), therefore community	The proposal is to extinguish the level crossing and divert all users to the controlled road crossing to the north. There is a defined pedestrian path running away from the crossing which is paved and relatively flat. The diversion would not cause accessibility issues. Network Rail will explore, consult on and take all	

0.31706	alerting users to the dangers are displayed prominently at the crossing and whistle boards are used to instruct drivers on when to sound their horns. Despite the risks, no accidents, near misses or incidents of misuse have been reported at this site.		severance impacts are unlikely to occur as a result of the closure.	actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Coffue Drive **Type:** Public highway **Location**: 52.433608 0.269316	This crossing is rated B8. This risk stems from the high frequency of trains using the line, approximately 176 per day, short sighting times and sun glare. There are signs warning users of the risks faced and telephones for use by vehicles seeking to cross safely in addition to gates which protects against these risks to some extent.	This crossing and the access to it is largely uneven with grass verges and loose surfaces, so is likely to pose a significant challenge to wheelchair users or those with limited mobility. The alternative to the crossing, an underbridge, is a small, narrow and dark passageway under the line that carries with it a risk of injury through tripping in the dark and access problems similar to those for the crossing itself.	The level crossing is a byway open to all traffic (BOAT), which connects agricultural fields. There are no community amenities, houses or equality groups within the area. Therefore adverse effects are unlikely as a result of the closure. This is evidenced by infrequent pedestrian use.	The proposal is divert all users to an underpass located immediately adjacent to Coffue Drove level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Cross Keys **Type:** Public footpath **Location**: 52.422547 0.305779	This crossing has approximately 57 trains per day passing through it at speeds of up to 80mph. It is estimated that approximately two pedestrians or cyclists use the crossing each day. Sun glare is identified as a key risk at this crossing, reducing the ability of the train driver to spot risks early. The main safety feature is the signage at the site to warn users of the risks. The overall risk at the site is rated as D7. Despite this, there have been no reported accidents, near misses or incidents of user misuse of the crossing.	The crossing itself is a pedestrian only crossing that is accessible only on foot from the pathways it connects. These pathways are unpaved and contain overgrown plant life that reduces the ability of those with limited mobility to access the crossing. There are stiles on each side of the crossing that prevents use of the crossing by wheelchair users or those with pushchairs. The overgrown plant life makes the crossing less distinct and difficult to see until you are on top of it.	This level crossing connects a countryside pathway to the side of the River Great Ouse. There is a low density of equality groups in the local vicinity. The impact of this crossing is limited by the river which blocks access to the eastern side as there are no bridges in the immediate area. It is because of the river that there is no access to the farm on the west side of the river meaning that this crossing has no apparent impact on social or economic activities in this area.	The proposal is to extinguish the level crossing and divert any users to alternative crossings located 900m north and 1.5km south of Cross Keys level crossing. This may be a significant distance away; however the current crossing does not provide access to any facilities. Therefore, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name:	The overall risk of this site has	In terms of accessibility this crossing is	This crossing is a pedestrian crossing	The proposal is to extinguish the	

Eastrea Cross Drove **Type:** Public footpath **Location**: 52.551241 -0.077414	been rated as C6 with the risks of sun glare and user misuses cited as key risks with the high frequency of trains, approximately 176 per day, exacerbating the risks faced at this crossing. There is however, signage to warn users of the potential danger they face. Trains that use this line travel at speeds of up to 75mph. Despite the risks of this site, no accidents, near misses or incidents of user misuse have been reported at this crossing.	restrictive to users with limited mobility or who use wheelchairs as the narrow gates and verges and the overgrown and often muddy pathways limit access by those with impaired mobility. The presence of stiles additionally restricts access. The approaches either side of the crossing are both grassed pathways that may cause further, undue challenges to those with limited mobility.	between two unpaved tracks on two farm fields. There are farms on either side of the crossing but neither appears to make use of the crossing for business purposes with only one person reported to use the crossing each day. There is a low density of equality groups in the area. There are no community facilities that this crossing provides access to.	level crossing, and divert all users to the road crossing 480m west at Wype Road. This crossing has a pedestrian path; however it diminishes once users are over the crossing, forcing them to walk on the road. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Ely North Junction **Type:** Public footpath **Location**: 52.406999 0.293936	The overall risk rating for this crossing is C8. The high frequency of trains and the risk of glare from the sun are identified as key risks with the use of signage the notable safety feature of the site. This crossing sees approximately 176 trains per day travelling at speeds of up to 60mph. This site sees very infrequent pedestrian use and has no recorded accidents, near misses or incidents of user misuse at this site.	The crossing is not inclusive to those with limited mobility or who use a wheelchair as there are stiles either side of the line with uneven and narrow pathways that are largely overgrown which would pose a significant challenge to a wheelchair user.	There is a relatively high density of equality groups in the area. However, the crossing itself does not appear to serve a particular purpose. There may be some access to the warehouse on the eastern side of the line but in order to access the warehouse from the housing, this route would involve a significant detour. There are no community facilities served by this crossing. Therefore an adverse impact on the community is unlikely to occur as a result of the closure.	The proposal is to extinguish the level crossing, and to divert all users to the road crossing 200m north along the line. It has a fully paved, flat pedestrian path that extends beyond the crossing. Therefore, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Flombards **Type:** Public footpath **Location**: 52.093577 0.011525	This site has an overall risk rating of C5, attributed to the high frequency of trains using the track and the risk of glare from the sun reducing visibility. There are signs to warn users of the risks they face as a protection against some of this risk. There are approximately 147 trains travelling at speeds of up to 90mph. There are approximately 8 users of the crossing per day. In	The accessibility of this crossing is very limited by the various obstacles to the crossing itself. The crossing uses stiles to access the railway line and has uneven, narrow steps leading to the track. These features prevent access to those users with limited mobility or who use a wheelchair. It would also be difficult for people with pushchairs or young children to navigate their way through the uneven path and to the	This crossing at Meldreth, Cambridgeshire connects a housing estate with farmland. This farmland contains no community facilities that require this crossing for access. There is a high density of equality groups in the area. However, it is clear from the geography of this crossing that there is a low risk of depriving any of these groups as this crossing does not provide access to	The proposal is to extinguish the level crossing. Pedestrians could cross the railway line by walking under the railway line, along the River Mel (right next to the level crossing). Alternatively, users could be diverted to the stepped bridge crossing at Meldreth train station. Due to the steps, there is no access for users with severe mobility issues,	

	terms of incidents, there has been one user misuse and one near miss reported. There have been no reported accidents at this site	crossing.	any such facilities.	however access is already limited at the level crossing itself. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Furlong Drove **Type:** Public footpath **Location**: 52.459196 0.232453	The overall risk rating for this site is C10. The factors that contribute to these risks are the potential for sun glare, the frequent trains using the line and the risk for misuse of the crossing by users. This line sees approximately 176 trains per day passing this crossing travelling at speeds of up to 75mph. Signage is identified as the protection against some of this risk. Despite the potential for risk, no accidents, near misses or incidents of user misuse have been reported at this site.	This crossing has certain key accessibility issues. It does have gates wide enough to accommodate most wheelchair users; however the crossing boards are elevated, restricting access for some users. The approach to the crossing on either side of the track is also likely to exclude those with limited mobility as the steep grass inclines would not reasonably accommodate wheelchairs or provide the stability required by users with limited mobility.	The crossing at Furlong Drove is a rarely used byway crossing in an area that contains no community facilities or local amenities that require the use of the crossing in order to access. There is a relatively low density of equality groups in the area, and therefore adverse impacts due to the closure are unlikely.	The proposal is to downgrade the level crossing to a bridleway and divert all motorised users to the road crossing to the south. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): This proposal is to divert users to a vehicular underpass on Straight Furlong (1.4km north west) or via Third Drove level crossing (a road crossing with half barriers, 1.2km south east). From the southern side of the railway, users would make use of the local highway to Third Drove level crossing, or use BOAT 34 northwards to the underpass. From the northern side of the line, users would use BOAT 33 connecting to Short Drove. From there users can travel west to the underpass or east	

				Third Drove level crossing. This route relies on highways and byways which are level and unlikely to pose any restriction for any users. However the shared use of the carriageway raises safety concerns for pedestrians.	
Name: Fysons **Type:** User worked crossing **Location**: 52.300306 0.220254	Fysons level crossing is infrequently used by vehicles and pedestrians / cyclists. However, an estimated 146 trains use this part of the network daily. As such, this crossing has a risk rating of A6.	The approaches to the level crossing are along dirt tracks made by farm vehicles. These would restrict access to some pedestrian users, particularly those with mobility impairments. Access to the level crossing was not possible, and as such further assessment regarding its accessibility cannot be undertaken.	Fysons level crossing is user worked crossing located in rural Cambridgeshire. The crossing is completely surrounded by agricultural land, with the nearest dwellings located in excess of 500m east. Consequently there are no equality groups in the immediate area. As this crossing does not provide access to any facilities of importance to specific equality groups, the closure of the level crossing is unlikely to result in community severance impacts.	The proposal is to close this level crossing and divert farm vehicles over the railway via surrounding roads. As the nearest road crossings are in excess of 1.5km away, this is likely to inconvenience farm activities. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Jack O'Tell **Type:** Private user worked crossing **Location**: 52.310350 0.225760	Approximately 138 trains cross this part of the network each day travelling at speeds of 90mph. As such the frequency of trains poses a key risk for crossing users. Jack O'Tell level crossing has a risk rating of A4. The crossing is infrequently used by pedestrians and an estimated 2 vehicles make use of Jack O'Tell level crossing daily. Safety features at this level crossing consists of signage only.	The approaches to the level crossing from both directions are via well-established dirt roads which slope upwards to access the crossing gates and get waterlogged during rainy periods. The nature of the approaches is likely to restrict access to people with disabilities, particularly those with mobility impairments. The accessibility of the level crossing itself is good, with level crossing furniture spanning over the entire railway and crossing gates which are wide and easily opened using the latch.	Jack O'Tell level crossing is both a private user worked crossing and public footpath crossing, providing vehicular and pedestrian access between two large areas of farm land. A solar panel farm is located to the west of the crossing and a large agricultural field to the east. There are no residential houses or amenities within 1km of the level crossing, therefore there are no equality groups in the area. Consequently, it is unlikely that community severance impacts will arise as a result of the closure.	The proposal is to remove the private vehicle access rights, downgrading this level crossing to a public footpath crossing only. Farm vehicles are to be diverted over the railway via surrounding roads. As the nearest road crossings are in excess of 2.5km away, this is likely to inconvenience farm activities. The maintenance of pedestrian access will not have any impacts on equality groups. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in	

				society.	
Name: Leonards **Type:** Public footpath **Location**: 52.327122 0.33133	As estimated 36 trains travelling at speeds up to 75mph use the area daily, however only a couple of pedestrians or cyclists use the crossing. Due to misuse and sun glare, the level crossing has a risk rating of D7. There are warning signs clearly visible on either side of the crossing, and there have been no reports of misuse or accidents on the level crossing.	The approach to the level crossing is via a path through farmland. The path to the east is narrow and uneven due to overgrown vegetation. Each side has a wooden fence which must be locked after use. The route would be difficult to use for people with mobility or visual impairments, along with parents with pushchairs and small children.	The level crossing is a public footpath located in Cambridgeshire. The crossing is surrounded by agricultural fields, and is accessible via a path through dense vegetation. It is to the western edge of the town of Soham, and a primary school and college lie within 500m. However, there are no amenities or houses to the west of the crossing, indicating that it is unlikely that community severance impacts will occur as a result of the level crossing. There is a moderate density of equality groups in the area.	The proposal is to extinguish the level crossing and divert all users to the road crossing at Mill Drove. Despite not having a dedicated pedestrian walkway, the route is tarmacked and flat. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Littleport Station **Type:** Station passenger crossing **Location**: 52.462554 0.316429	A 24-hour census recorded 105 pedestrians / cyclists using Littleport Station level crossing. As an estimated 60 trains use this part of the network daily, this level crossing has been given a risk rating of D4, with a high user misuse rate sited as a key risk factor (no quantified data has been provided at the time of writing). Safety features at the site include signage and miniature traffic lights.	The accessibility of this crossing is good. The western platform is fully accessible, with both stepped and ramped options. Level crossing furniture is present across the entire railway line, posing little restriction for any users. The lack of access gates at the level crossing further mitigates any accessibility restrictions – however this may have resulted in reduced safety at the site.	Littleport Station level crossing is a pedestrian crossing located within the station boundaries. It provides pedestrian access between the two station platforms at their northern end. This crossing provides the only link between the two platforms, therefore closure of this crossing will result in complete severance from the eastern side of the railway station for all users. There is a moderately high level of equality groups in the area.	The proposal is remove the platform level crossing and divert users requiring access to the east platform via an underpass to a new ramped access off the low level Station Road, 100m south of the level crossing. This road is to be closed off to vehicles. As the main car park is located on the western side of the station, the proposed changes would result in increased walking distances of about 200m for those who rely on their own private transportation to get to the station. Further analysis at this site is recommended to gain a fuller understanding of the implications of the proposals. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than	

				other groups in society.	
Name: Middle Drove **Type:** Public highway **Location**: 52.558367 0.043533	This site was given a risk rating of A6, showing the distinctly high risk for individuals using this site. This high risk is put down to the risks of sun glare, the gates being left open, other user misuses, a low sighting time and the high frequency of trains. This site sees approximately 176 trains per day, operating both freight and passenger services and travelling at speeds of up to 75mph. The safety features at this site are the gates; the signage and the miniature stop lights that alert users in real time to when trains are approaching. Despite these safety features, there have been incidents on this crossing in recent years. There have been two incidents of user misuse and near miss at this crossing, two prior to December 2014 and one since. There have been no reported accidents at this crossing.	The accessibility is good as the largely paved crossing that connects two paved roads with a relatively level surface allows access from wheelchair users and those with pushchairs as well as users with limited mobility. The pedestrian gate is wide enough to accommodate most wheelchairs and mobility scooters.	This crossing is a vehicle and pedestrian user controlled crossing that connects the two sides of Middle Road that is bisected by the railway line. There is a low density of equality groups in the area. The crossing does not have many houses or businesses around it but there are two houses, one either side of the crossing that would feel the majority of the impact of closing this crossing. This crossing is estimated to have only one use per day, typically a vehicle. It is worth noting that while these houses are very close to this crossing, there is another level crossing approximately 600m west of this crossing that could be used. While this alternative level crossing exists as an option should this crossing be closed, this would add approximately 3.5km onto a journey to reach the same point than with the current crossing. While this may make little actual difference to many users, it could impact certain individuals and potentially deter certain people from visiting this area due to the newly complicated route.	The proposal is to retain the footpath, but restrict access to registered users. All other users will have to find alternative crossing points along the line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Munceys **Type:** Public footpath **Location**: 52.296647 0.379231	The overall risk rating for this site is D11 with sun glare as the only identified risk factor. Signage warns users of the potential for harm to defend against this risk as much as possible. Each day approximately 64 trains use this section of the line at speeds of up to 75mph. Despite the risks faced at this site, no accidents, near misses or incidents of user misuse have been reported at this site. This safety record may be at least partly attributable to the infrequency with which this crossing is used.	The accessibility of this crossing is limited by its use of narrow kissing gates, as these gates are not suitable for use by wheelchair users or those with pushchairs. Users with limited mobility may also find these gates a challenge as the narrow gates may not allow for comfortable use of crutches, walking sticks or frames. The uneven and unpaved pathways each side of the crossing may also reduce the ability for users with limited mobility to access the crossing. This may also be the case for wheelchair users whose chairs may become stuck in the wet	This crossing connects an area of farmland with a grassed area between the railway line and the A142. This is a pedestrian crossing that is rarely used and provides access to no community facilities or indeed anything beyond the area of grass. There is a medium density of equality groups in the area. As this crossing does not provide access to community facilities or businesses, it does not seem to be significant for local communities; this is supported by evidence that this crossing is used	The proposal is to extinguish the level crossing and divert all users to the road bridge 600m away. There is no dedicated path for pedestrians, resulting in them having to walk on the road. However, the crossing is rarely used, so Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled	

		grass or mud which can often form in these areas. People with pushchairs may experience similar difficulties.	infrequently by local people.	people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing and divert all users to Fordham level crossing 960m north west. To access Fordham level crossing from the north east, users would walk along Station Road which has level pedestrian footways with tactile paving at road crossing points. From the south western side of Munceys level crossing, pedestrians would access the Fordham crossing via a new public right of way bordering the railway and adjacent wood areas. Since this proposed route crosses existing farmland, the route surface may not be suitable for all users (particularly those with mobility impairments).	
Name: Nairns No.117 **Type:** Private user worked crossing **Location**: 52.32426 0.233499	The overall risk rating of this crossing is B6. The risk drivers identified at this site are the risk of sun glare and the high frequency of trains. There are approximately 138 trains that use this section of the line each day, travelling at speeds of up to 90mph. There is a safety phone for vehicle crossings, signs and gates at this site that constitute the safety features for the crossing. There have been no reported accidents, near misses or incidents of user misuse at this site. The infrequency with which this crossing is used by either vehicle or pedestrians could potentially explain some of the reason why there have been no	The accessibility of the crossing is limited more by the uneven surface of the approach road than by any detail at the crossing itself. The surfaces on the crossing on the line itself are heavy duty boards that provide a relatively smooth pathway. The approach roads however are unpaved, dirt roads that are prone to potholes and other features that make the road uneven and potentially hazardous and inaccessible to many wheelchair users or those with limited mobility. The alternative crossing at Newmarket road is more accessible as it has a fully paved and level surface that runs the full distance along the route.	This crossing is a user controlled vehicle and pedestrian crossing in a large area of farmland in Stretham civil parish, near Ely, Cambridgeshire. There is a low density of equality groups in the area. This area contains only farms and farmland, so the principal use of this crossing would be for the operation of these. This crossing is reported to be used infrequently; it appears that the alternative route using the more established, signal controlled crossing at Newmarket road approximately 1km north east of the Nairns No.117 crossing is the preferred method of crossing the railway line at this site.	The proposal is to extinguish the level crossing and divert all users (particularly vehicles) to the road crossing at Newmarket Road, 1.2km away. There is no dedicated pedestrian path at this crossing; however there are no community amenities or houses in the area.	

	accidents or other incidents at this crossing.				
Name: Newmarket Bridge **Type:** Public footpath **Location**: 52.379591 0.265648	This site is rated as D11 for overall risk with no key risk factors identified for the site. There are signs to warn users of the dangers they face using this crossing. This line sees around 64 trains per day, travelling at speeds of up to 60mph. Despite the potential for harms, no accidents, near misses or incidents of misuse have been reported at this crossing.	The accessibility of this site is limited as the uneven ground would make using the crossing difficult for those with limited mobility or wheelchair users. The raised section of track where the crossing is located requires users to scale the embankment using steps which would exclude wheelchair users, those with pushchairs and many users with limited mobility. The alternative route under the bridge also has notable accessibility issues. This underbridge option has an unpaved and uneven surface that limits the ability for those users with limited mobility to use the route and may even completely deter wheelchair users who may not be able to navigate the terrain.	This crossing is a largely unused pedestrian level crossing along a public footpath that runs parallel to the River Great Ouse in Cambridgeshire. There are no equality groups in the area. The crossing is used very infrequently by pedestrians, so it is logical to say that this crossing serves little purpose to the local community. There are no community facilities around this crossing and the crossing only seems to serve a purpose as part of the pathway along the bank of the river. Alternative routes that use a pathway under the bridge are available and already in use.	The proposal is to extinguish the level crossing and divert all users under the railway bridge. Despite accessibility issues on alternative routes, these can be overcome and Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: No Name No.20 **Type:** Public footpath **Location**: 52.088206 0.006855	This crossing is used by an estimated 4 pedestrians per day. This crossing was given an overall risk rating of C6, due in part to the high frequency of trains and the risk of glare from the sun reducing visibility. While there is signage to warn users of these risks, the approximately 147 trains per day passing the crossing at speeds of up to 90mph continue to pose a risk. Despite these risks, there have been no recorded accidents, near misses or incidents of user misuse at this crossing. It is estimated that approximately four people use this crossing per day.	In terms of accessibility, this crossing has some issues for users who have limited mobility or use wheelchairs. This crossing uses stiles on either side of the track which precludes use by wheelchair users and those with limited mobility. This issue is exacerbated by the uneven grass pathway that leads to the crossing on the southern side of the railway line. The rough concrete pathway on the northern side of the line may also reduce the accessibility of users with limited mobility and may also pose a safety risk to young children who could be injured by the jagged and uneven concrete surface.	This crossing is located approximately 400m from Meldreth railway station in Cambridgeshire, and provides access between to areas of farmland. There is a high density of equality groups in this area. However, it appears that this crossing is in no way an integral part of non-motorised travel around this area, as alternative routes, such as via Station Road bridge less than 200m away from the crossing, provide easier access to local facilities. There are no community facilities that are accessed by this crossing and even the businesses close to the crossing are more likely to be reached via Station Road due to its proximity to them.	The proposal is to extinguish the level crossing, and divert all users to Station Road bridge, 200m away. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: No Name No.37 **Type:** Public footpath	The data suggests that around 4 people use the crossing each day. Approximately 52 trains pass through this stretch of track each day, travelling up to 90mph. This site has been rated D7 for overall	The use of kissing gates at either side of the track reduces the ability of wheelchair and mobility scooter users to make use of the crossing and many common widths of chair would not fit through the gate. Similarly, it should be	This crossing connects two footpaths, both of which are unpaved and surrounded by trees and bushes, some of which are overgrown. The crossing is roughly equidistant between the Station Road/Newton	The proposal is to extinguish the level crossing, and divert all users to the road bridge, 450m east. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential	

Location: 52.136739 0.092556	risk, meaning that there is a moderate risk to individuals and a marginally lesser risk to others. There have been no recorded incidences of misuse or any near misses at this site. There has been a single accident reported at this site prior to May 2012.	noted that the wooded paths around the crossing would present significant challenges to users with limited mobility as there is uneven ground and muddy terrain.	Road automatic half barrier controlled level crossing (Harston) to the west and the London Road Bridge to the east. This crossing serves no apparent purpose beyond connecting the footpaths on either side of the railway line, therefore nobody other than those using the crossing for leisure purposes would be disadvantaged by closing this crossing. There is a low density of equality groups in the surrounding area.	negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Poplar Drove no.30 **Type:** Private User Worked crossing **Location**: 52.353006 0.304388	An estimated 64 trains travelling at speeds up to 60mph use the route daily. Due to the private access, the level crossing is infrequently used by both vehicles and pedestrians. Due to low sighting time and train frequency, the level crossing has a risk rating of A7. To date, there have been no incidents or misuse or accidents.	The level crossing is private. The approach on either side is via a relatively flat, well-used dirt road clear of any obstructions, cutting across agricultural fields. The crossing consists of a wide gate on either side suitable for vehicular use, and there are visible safety signs close by. Access is not impaired for users with mobility or visual impairments, however opening and closing the large gate safely may cause issues for parents with pushchairs and small children.	The level crossing is a private user worked crossing located in rural Cambridgeshire. The crossing is completely surrounded by agriculture fields, and is accessed on either side by a well-used dirt road. There is a farm located less than 200m to the east side of the crossing, along with a small village. However, there is only farmland to the west of the crossing. There is a medium density of equality groups in the area. However, due to the remote area, it is unlikely that community severance impacts will occur as a result of the closure.	The proposal is to extinguish the level crossing and divert all users to an alternative crossing along the railway route. Some consultation may be required to ensure farm access is maintained, however, from an equalities perspective, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Prickwillow 1 **Type:** Public footpath **Location**: 52.420085 0.345356	Prickwillow 1 Crossing is infrequently used by pedestrians, and approximately 70 trains daily travelling at an average speed of 75 mph. Safety features of the crossing include signage, whistle boards provided on the rail approaches and a horn audible warning. Risks associated with the crossing include low sighting times and the high frequency of trains. To date, one incident of misuse and one near miss have been recorded, and Prickwillow 1 level crossing	The level crossing has already been blocked off and is therefore inaccessible to all users. There is no formal path to the level crossing on either side of the railway; therefore, all users must walk along Branch Bank which leads to a grassy sloped embankment up to the tracks. This is likely to cause accessibility problems for certain user groups, including people with mobility issues, and those with a physical and sensory disability, as well as pushchair users.	Prickwillow 1 level crossing provides pedestrian access across Branch Embankment which runs along the river Lark on the east side. There are a number of residential properties and agricultural land within the immediate vicinity. A vehicular underpass adjacent to the level crossing means that closure of the crossing will not create severance issues for local residents. There is a moderate density of equality groups in the area.	The proposal is to keep the level crossing closed and divert all users through the underpass immediately adjacent. The road is a narrow track with grass banks on either side, with no dedicated pedestrian crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be	

	has obtained a risk rating of C10 for both the pedestrian and vehicle crossing.			involved in accidents at level crossings than other groups in society.	
Name: Prickwillow 2 **Type:** Public footpath **Location**: 52.420231 0.345904	An estimated 70 trains travelling at speeds up to 75mph use the area daily. Due to the closure, no pedestrians or cyclists use the crossing currently, however there would likely be low use if still open due to its rural location. Due to the trains frequency, speed, and low sighting time, the level crossing has a risk rating of C10. There are visible signs to warn users of trains passing and whistle boards in place. To date, no near misses or incidents have been recorded.	The approach to the level crossing is via a steep grass embankment on either side. Even if the crossing was still open, users with mobility and visual impairments, along with parents with pushchairs or small children, would not be able to access the level crossing gates.	The level crossing is a public footpath crossing located in rural Cambridgeshire. The crossing is surrounded by agricultural land, with a small village to the south, and farms to the north. The railway track is raised above and over the intersecting country road, so the level crossing is only accessible via an embankment on either side. There is no visible path up to the crossing, and the gates have been blocked by a chain link fence on either side with the crossing temporarily closed on safety grounds. The alternate route for pedestrians is via the road underpass directly below the level crossing; however there is no designated path. There is a moderate density of equality groups in the area.	The proposal is to keep the level crossing closed and divert all users through the underpass immediately opposite. The road is a narrow track with grass banks on either side, with no dedicated pedestrian crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Second Drove **Type:** Public footpath **Location**: 52.41638 0.295239	The overall risk rating for this site is C10 with the high frequency of trains and the low sighting time highlighted as key risk drivers. There are approximately 176 trains per day using this section of the line, operating both freight and passenger services at speeds of up to 60mph. To counter these risks, signage warning users of the potential risks and whistle boards to alert users to approaching trains have been installed. Despite the risks, no accidents, near misses or incidents of misuse have been reported at this site. It is reported that this crossing is used very infrequently by pedestrians.	The accessibility of this site is poor with the use of stiles to access the track excluding wheelchair users from accessing the crossing. This would also cause difficulty for users with limited mobility, as would the unpaved, overgrown and grassy pathways and inclines that the route to the crossing is comprised of.	This crossing connects two areas of farmland north east of Ely, Cambridgeshire. There are no community facilities, businesses or houses in the area to which this crossing is important. There is a low density of equality groups in the area. Alternatives to this crossing exist less than 1km south of the site at Queen Adelaide where there are two signal controlled half barrier level crossings that cross both railway lines that run parallel at the Queen Adelaide area. The closest building to this crossing is a small house approximately 500m away from the Second Drove crossing; its inhabitants are unlikely to use this crossing as it does not lead to any facilities or businesses and is a longer distance to walk from the house in order to cross the railway line than the alternatives to	The proposal is to extinguish the level crossing and divert all users to alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

			the south.		
Name: Silt Drove **Type:** Public highway user worked crossing **Location**: 52.549524 0.106671	Silt Drove level crossing is infrequently used by vehicles and pedestrians. Approximately 176 trains cross this part of the network each day travelling at speeds of 60mph. No incidents have been recorded at the crossing. Risk factors for this crossing are low sighting time and frequent trains. Safety protection consists of telephones provided for vehicle users, gates and signage. The crossing has a risk rating of A6.	Access to the crossing is via a steep gravelled single lane road on both sides. Due to the steep gradient of this road it is likely that any users with mobility difficulties or wheelchairs would have significant difficulty using this crossing. The ground is uneven in some places on both sides of the road. Vehicle users must open a gate to access the crossing, while pedestrians have to use a stile. This is again likely to present difficulties to those with mobility issues.	Silt Drove is a public highway user worked crossing in March, Cambridgeshire. The crossing is located on Silt Road which provides access to agricultural fields and a small number of residential houses on both the north and south side. There is a high density of people from equality groups in the area, however there are only a few houses in the immediate area. The crossing does not provide access to any community facilities. However it provides a short cut through to Badgeney Road to the north and Upwell Road to the south for the few residential houses located in the vicinity of the crossing. Any severance impacts are therefore likely to only affect residents living in housing in the area bounded by these two roads.	The proposal is to extinguish the level crossing and divert all users to the road crossing 300m north west. There is no dedicated pedestrian walk way, however Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Wells Engine **Type:** Public footpath **Location**: 52.380719 0.263512	An estimated 64 trains travelling at speeds up to 40mph use the area daily; however there is only infrequent pedestrian use. Due to user misuse, the level crossing has a risk rating of C9. There are warning signs clearly visible close to the level crossing, and there have been no reports of misuse or accidents within the past 12 months.	The approach to the level crossing is a degrading tarmac path from the north, and a heavily overgrown grass path to the south. Once at the level crossing, there are both a large metal fence and a smaller wooden fence. Both gates must be locked after use. This route would be difficult for users with mobility or visual impairments, plus parents with pushchairs and small children.	The level crossing is a public footpath located in rural Cambridgeshire. The crossing is surrounded by agricultural fields, and there are no houses or local amenities within 500m. Therefore it is unlikely that community severance impacts will occur as a result of the closure. There are no equality groups in the area.	The proposal is to extinguish the level crossing and divert all users under the railway bridge. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Westley Road **Type:** Public highway user worked crossing	Westley Road is infrequently used by pedestrians, on average the crossing is used by 2 vehicles each day. Approximately 34 trains cross this part of the network each day travelling at speeds of 60mph. One near miss was recorded in the year 2012-2013, 0 incidents have been recorded since. The risk factor for	On both sides, access to the crossing is via a tarmac and gravel single lane road, the surface is mostly flat however there are small pot holes in places and during heavy rainfall water can pool on the road making the level crossing more difficult to access. The crossing has gates on both sides which may be difficult to open for people with mobility difficulties, older	Westley Road is a public road user worked crossing located in East Cambridgeshire. The crossing provides access between the east and west sides of Westley Bottom Road, the area surrounding the crossing is mostly agricultural fields however there is a small number of residential houses in the surrounding	The proposal is to downgrade the level crossing to a public footpath for pedestrians and registered users only. Consultation will be required with local farmers and farm house residents to ensure access is maintained, however, from an	

Location: 52.194968 0.327057	this crossing is low sighting time. Safety protection consists of gates and signage. The crossing has a risk rating of C6.	people and younger people without assistance.	area. There is a medium density of equality groups in the area but the crossing does not provide access to any community facilities. It is therefore unlikely that any community severance impacts will arise as a result of the closure.	equalities perspective, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: West River Bridge **Type:** Public footpath **Location**: 52.347479 0.246372	On average West River Bridge crossing is used by 2 pedestrians per day. Approximately 57 trains cross this part of the network daily travelling at speeds of 75mph. No incidents have been recorded at West River Bridge. Risk factors for the crossing are sun glare and user misuses. Safety protection consists of signage only. The crossing has a risk rating of C7.	The approach to the crossing is via a steep grass path, the immediate approach to the crossing is extremely overgrown and would be difficult to access for any user. Access to the crossing requires stepping over a stile. The crossing is therefore inaccessible for users with mobility difficulties.	West River Bridge is a public footpath level crossing located in Thetford, Cambridgeshire. The crossing provides access between agricultural fields to the north and south. There are no community facilities in the area. There is a marina approximately 350m north of the crossing; the surrounding area is covered by agricultural fields. There is a medium density of people from equality groups in the area. There is an alternative crossing via an underbridge in close proximity to the level crossing, the path surrounding the underbridge is overgrown and would require cutting back for this crossing to be accessible to users. It is therefore unlikely that any community severance impacts will arise as a result of the closure of this crossing.	The proposal is to extinguish the level crossing, and divert all users underneath the railway bridge. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Wicken Road **Type:** Public footpath **Location**: 52.31869 0.33878	Wicken Road is infrequently used by pedestrians. Approximately 36 trains cross this part of the network each day travelling at speeds of 75mph. No incidents have been recorded at this crossing. Sun glare and user misuses are the main risk factors for this crossing. Safety protection consists of signage only. The crossing has a risk rating of D7.	There are manually operated wooden gates on both sides of the crossing which users with mobility difficulties may find difficult to open without assistance. Access to the crossing is via agricultural fields on both the east and west side, there is no formal path. The surface is grass and mostly flat but is likely to be unsuitable for wheelchair users as the surface is unsuitable for the wheels.	Wicken Road is a public footpath level crossing in Soham, Cambridgeshire. The crossing provides access between agricultural fields to the east and west. It is therefore unlikely that closing the crossing will have any community severance impacts. There are no equality groups in the area. The crossing does not provide access to any community facilities. There is an	The proposal is to extinguish the level crossing, and divert all users to the A1123 bridge. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled	

			alternative crossing point via a road bridge 370m south east of the crossing on the A1123.	people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to extinguish the level crossing, and divert all users to Horse Fen level crossing, 590m north west. To access Horse Fen level crossing from the south west, pedestrians will be diverted along footpath 111. From the north east, users will be diverted either along footpath 106 to Cherrytree Lane or use a proposed new Public Right of Way connecting footpath 106 to footpath 105. The proposed routes may limit access for some users as footpaths span across agricultural land which may get muddy and uneven at certain times of year. Safety is also a concern along Cherrytree Lane as there is no pedestrian footway and all users would have to walk in the carriageway or on grass verges.	
Name: Willow Road **Type:** Public highway user worked **Location**: 52.478666 0.322918	An estimated 57 trains travelling at speeds up to 90mph use the area daily, but only infrequent vehicular and pedestrian use. Due to the speed and frequency of trains, the level crossing has a risk rating of A6. There are warning signs clearly visible close to the level crossing, and there have been no reports of misuse or accidents within the past 12 months.	The approach to the level crossing on either side is via a degrading gravel road and through a large metal gate, which needs to be locked after use. There are no accessibility issues for this level crossing as it is generally flat and clear of vegetation and obstacles.	The level crossing is a public highway byway user worked level crossing located in rural Cambridgeshire. The crossing is completely surrounded by agricultural fields, and mainly used to connect farmer's fields. There are a few isolated farm houses in the area, and no local amenities. Therefore it is unlikely that community severance impacts will occur as a result of the closure. There is a low density of equality groups in the area.	The proposal is to downgrade the byway to a footpath crossing, therefore maintaining pedestrian access at the site. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

9 Hertfordshire

9.1 Introduction

Several of level crossing proposals within this county were not pursued past GRIP1 Stage at this stage, however of those that were the following were subject to DIA scoping for alternative solutions as part of Revision D of this report:

- Fowlers
- Gilston
- Pattens
- Tednambury
- Twyford Road

The initial equality analysis for each level crossing based in Hertfordshire is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the ratings described in section 2.3.

9.2 DIA scoping analysis

Table 9.1: DIA analysis for Hertfordshire based level crossings

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Cadmore Lane **Type:** Public footpath Already closed with a fully accessible footbridge in place.	There is no overall risk rating given for this crossing as it is no longer open. Prior to closure several deaths and serious injuries were highlighted as being caused by the lack of safety at this crossing. The safety features at the level crossing at this site was a gate and signage. There is now a much safer crossing as the footbridge does not require the user to enter onto an active railway line and it does not require users to	The accessibility of the original level crossing was limited by the lack of a separate gate for the pedestrian crossing. This crossing had only one gate that covered both the vehicle and pedestrian crossings, this meant that pedestrians seeking to cross would have to open the full length gate in order to do so, exposing them to the active railway line for longer than was necessary. This would have been an even	Cadmore Lane level crossing is already closed and has been replaced by a fully accessible footbridge with full ramp access and a smooth floor surface designed to provide grip to both walkers and wheelchair users. There is a high density of equality groups in the area. This was likely to be a consideration when taking the decision to replace the level crossing with the bridge as there are businesses, community facilities and	All disproportionate adverse impacts resulting from the closure of Cadmore Lane level crossing have been mitigated due to the installation of a fully accessible footbridge.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 51.708006 - 0.023064	cross quickly which may be difficult for certain users.	greater risk for wheelchair users or those with limited mobility. The road surfaces may also have caused accessibility problems for certain users. The footbridge that has replaced this level crossing is fully accessible, with ramped access routes on both sides, and a smooth floor surface designed to provide grip to both walkers and wheelchair users.	homes on the western side of the lines with the Lee Valley Regional Park on the eastern side.		
Name: Fowlers Lane **Type:** User worked **Location**: 51.846823 0.160959	Fowlers Lane level crossing is infrequently used by vehicles and pedestrians / cyclists, however approximately 324 trains use this part of the network daily. As such, Fowlers Lane level crossing has a risk rating of B8. Safety features at the site include padlocked gates, a telephone and signage.	The accessibility of this crossing is poor. The approaches on both sides of the line are via natural, undulated grass paths which limit accessibility for some users. Additionally, the gates on either side of the level crossing are padlocked, meaning users without the key will have to climb over these structures in order to traverse the line. As such, accessibility of this crossing is restrictive, particularly for those with limited visual and mobility impairments	Fowlers Lane is a user worked crossing located in Thorley, Hertfordshire. The crossing provides vehicular access between marshland in the east and residential and industrial properties in the west. There is a moderately high density of equality groups in the area. However, as this crossing does not provide access to any facilities of importance to specific equality groups, the closure of the level crossing is unlikely to result have community severance impacts.	The proposal is to extinguish the level crossing private rights, and divert all users to bridge 1476 south of the level crossing. An additional new PROW would be created using bridge 1476 to provide pedestrian access to the nature reserve on the east side of the railway. As the level crossing is infrequently used, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal for this route is to divert pedestrians to a controlled vehicular level crossing on Spellbrook Lane East, 1.1km south. Approaching from the west, users will travel along Thorley 011 footpath, the A1184 and Sawbridgeworth 002 footpath to access Spellbrook Lane East. From here, users will be able to connect (via Spellbrook Lane East / Dell Lane) with footpath EX|37|38#2	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				on the eastern bank of the River Stort, 160m east of the vehicular crossing. The use of unpaved pathways with the potential to become muddy makes this route inaccessible to many wheelchair users and those with limited mobility.	
				Alternative option (blue route): The proposal for this route is to divert pedestrians to an underpass, 170m south. A new footpath would be established linking the B1383 Thorley Street, via the underpass, to the Thorley 022 footpath immediately east of Pattens level crossing. This route is not fully accessible and poses several safety risks. This route, in its entirety, is on natural terrain which may limit access for those with mobility impairments. Users will also have to traverse over waterways via wooden bridges – these may become unsafe in inclement weather and with age. This route includes unpaved sections and bridges that potentially exclude wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
				Alternative option (green route): The proposal for this route is to divert pedestrians to a grade separated footbridge, 500m north. Pedestrians will be diverted north along the B1383 Thorley Street and join the existing footpath that runs to a	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				grade separated footbridge and Thorley 006 footpath east of the railway line. While this crossing is grade separated, it may limit access to wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
Name: Gilston **Type:** Public footpath **Location**: 51.847867 0.161476	The overall risk rating of this site is C6 with the high frequency of trains identified as a key risk driver at this site. The presence of signs to warn users is highlighted as the key safety feature at this site. This line sees around 275 trains operating freight and passenger services each day, travelling at speeds of up to 80mph. Despite the risk, there have been no accidents, near misses or incidents of user misuse reported at this site	The accessibility of Gilston level crossing is poor, with the presence of stiles and steps to access the crossing reducing the ability of those with limited mobility to use the crossing and excluding those who use wheelchairs or mobility scooters. The alternative routes provide better accessibility and safety as they remove the need to climb over stiles and eradicate all pedestrian interaction with the active railway.	This crossing is a public footpath crossing that connects an area of fields next to the River Stort to an area of housing and businesses south of Bishop's Stortford in Hertfordshire. There is a moderately high density of equality groups in the area. This crossing does not appear to be significant in itself as there are no houses or buildings on the eastern side of the line that are served primarily by this crossing. There are two alternative crossing points: a stepped footbridge on Public Footpath Thorley 5 approximately 370m north and a road bridge approximately 750m north at Pig Lane. Closure of this crossing alone would not therefore cause foreseeable harm to the local community. The crossing is used by an estimated two pedestrians or cyclists each day, meaning the impact of closing this crossing would not be widely felt.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway route. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal for this route is to divert pedestrians to a controlled vehicular level crossing on Spellbrook Lane East, 1.25km south. Approaching from the west, users will travel along Thorley 011 footpath, the	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				A1184 and Sawbridgeworth 002 footpath to access Spellbrook Lane East. From here, users will be able to connect (via Spellbrook Lane East / Dell Lane) with footpath EX|37|38#2 on the eastern bank of the River Stort, 160m east of the vehicular crossing. The use of unpaved pathways with the potential to become muddy makes this route inaccessible to many wheelchair users and those with limited mobility.	
				Alternative option (blue route): The proposal for this route is to divert pedestrians to an underpass, 300m south. A new footpath would be established linking the B1383 Thorley Street, via the underpass, to the Thorley 022 footpath immediately east of Pattens level crossing. This route is not fully accessible and poses several safety risks. This route, in its entirety, is on natural terrain which may limit access for those with mobility impairments. Users will also have to traverse over waterways via wooden bridges – these may become unsafe in inclement weather and with age. This route includes unpaved sections and bridges that potentially exclude wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
				Alternative option (green route): The proposal for this route is to divert	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				pedestrians to a grade separated footbridge, 370m north. Pedestrians will be diverted north along the B1383 Thorley Street and join the existing footpath that runs to a grade separated footbridge and Thorley 006 footpath east of the railway line. While this crossing is grade separated, it may limit access to wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
Name: Johnsons **Type:** Public footpath **Location**: 51.873542 0.165084	The last risk assessment of this site in 2012 reported that the crossing was used approximately 319 users each day and that there were approximately 253 trains that used this line each day, travelling at speeds of up to 70mph.	The new footbridge is fully accessible, with ramps for access on both sides of the line and smooth floor surfaces to enable wheelchair users and those with limited mobility to use the crossing without undue difficulty.	A fully accessible footbridge with ramped access has been installed to replace Johnsons level crossing. There is a high density of equality groups in the area. This crossing provides access between two dense areas of housing that contain a range of community facilities and businesses that people from either side of the line will likely require.	The safety of the new footbridge is good as it removes the need for users to enter onto an active railway line, instead allowing them to cross in a way that does not require particular care or awareness of the surrounding area. All disproportionate adverse impacts resulting from the closure of Johnson level crossing have been mitigated.	
Name: Pattens **Type:** Public footpath **Location**: 51.843034 0.159356	The overall risk of this site is rated as C5. The key risk drivers that have been highlighted are the risk of sun glare and the high frequency of trains. The presences of signage and whistle boards are identified as the counter to these risks. Surveys found that approximately four people use the crossing each day. Moreover, this site sees approximately 322 trains per day, travelling at speeds of up to 70mph. Despite the risks at this site, there have been no reported accidents, near misses or incidents of user misuse at this site.	The accessibility of this crossing is very poor as the presence of several stiles, uneven passageways and steep, grassy inclines means that those with limited mobility or who use a wheelchair would be unable to access this crossing. The alternative crossing at Spellbrook lane east however, is paved and provides a more accessible alternative to this crossing.	This crossing is a public footpath, connecting a nature reserve with a famer's field and canal tow path. There is nothing of note beyond these items that is reached by this crossing and there are alternative routes by which they can be reached such as via Spellbrook Lane East, approximately 700m south of this crossing. There is a relatively high density of equality groups in the area. There are several community facilities in the area but due to the lack of houses on the opposite side of the line to these,	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway route. It is likely that Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			this crossing is not necessarily important in providing access to them. There is a sign posted near this crossing that instructs visitors that there is no thoroughfare through the reserve, meaning that this crossing does not link the western side to any other location than the nature reserve.		
				Alternative option (red route): The proposal for this route is to divert pedestrians to a controlled vehicular level crossing on Spellbrook Lane East, 700m south. Approaching from the west, users will travel along Thorley 011 footpath, the A1184 and Sawbridgeworth 002 footpath to access Spellbrook Lane East. From here, users will be able to connect (via Spellbrook Lane East / Dell Lane) with footpath EX|37|38#2 on the eastern bank of the River Stort, 160m east of the vehicular crossing. The use of unpaved pathways with the potential to become muddy makes this route inaccessible to many wheelchair users and those with limited mobility.	
				Alternative option (blue route): The proposal for this route is to divert pedestrians to an underpass, 260m north. A new footpath would be established linking the B1383 Thorley Street, via the underpass, to the Thorley 022 footpath immediately east of Pattens level crossing. This route is not fully accessible and poses several safety risks. This route, in its entirety, is on natural terrain which may limit access for those with mobility impairments. Users will also	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				have to traverse over waterways via wooden bridges – these may become unsafe in inclement weather and with age. This route includes unpaved sections and bridges that potentially exclude wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
				Alternative option (green route): The proposal for this route is to divert pedestrians to a grade separated footbridge, 930m north. Pedestrians will be diverted north along the B1383 Thorley Street and join the existing footpath that runs to a grade separated footbridge and Thorley 006 footpath east of the railway line. While this crossing is grade separated, it may limit access to wheelchair users and those with limited mobility. The terrain on either side of the level crossing is also inhospitable to many wheelchair users, especially when muddy.	
Name: Slipe Lane **Type:** Public footpath **Location**: 51.728163 -0.020014	The overall risk rating for this site is M13 meaning there is a low risk to level crossing users. The key risk drivers identified are the risk of glare from the sun, the high frequency of trains and the low number of users at this crossing. There are approximately 370 trains per day using this section of the line. These are both freight and passenger services that travel at speeds of up to 80mph. The safety features	The approaches are paved and the key alternative route for private users of the UWCT is approximately 400m north of the crossing at Wharf Road, where a more accessible, signal controlled crossing offers a more inclusive and less dangerous alternative.	The private UWCT which is proposed to be extinguished is located adjacent to a public footpath crossing which is unaffected by these proposals. The private crossing is users by registered users only. Anecdotal evidence suggest that most level crossing users prefer to use Wharf Road level crossing due to ease of use.	The proposal is to close the private user worked level crossing and maintain the current pedestrian access point at this site. As this maintains pedestrian access, it is unlikely to have any disproportionate impacts on any equality groups.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	present at this crossing are signs to warn users of danger and telephones.				
Name: Tednambury **Type:** Public footpath **Location**: 51.832338 0.160428	This site is given an overall risk rating of B6. Sun glare, the low sighting times and the high frequency of trains are identified as key risk drivers at this site with the presence of signage and whistle boards noted as key precautions against these risks. It is estimated that approximately two people use this crossing each day. This line sees around 275 trains per day, travelling at speeds of up to 80mph. Despite the risks at this site, no accidents, near misses or incidents of user misuse have been reported.	The accessibility of this crossing is limited by the presence of stiles, narrow kissing gates and overgrown, grassy pathways and inclines that would significantly undermine the ability of those with limited mobility or those who use a wheelchair to access the crossing. This crossing is entirely inaccessible to wheelchair users or those with pushchairs. The alternative routes have significantly higher levels of accessibility as both include flat, paved roads and have no stiles or narrow entrances to navigate.	This crossing is a pedestrian crossing in the village of Spellbrook that connects land next to the River Stort to an area of farmland. There is a relatively high density of equality groups in the area. Despite this, it does not provide access to any community facilities. While there is a school near the crossing, it is unlikely that local residents would use this crossing in order to access it. It would be much more likely that anyone seeking to access the village on foot would use the more established routes such as via the bridge off Cambridge Road, approximately 150m south of this crossing or at the signal controlled level crossing approximately 500m north at Spellbrook Lane.	The proposal is to extinguish the level crossing, and divert all users to alternative crossings along the railway line. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to divert all users to a vehicular bridge 240m south of Tednambury level crossing. From the west, pedestrians will be diverted along highway routes (namely, the A1184 and Cambridge Road). A new public right of way would be established linking Cambridge Road and footpath EX|37|38#2 on the eastern bank of the River Stort. The new footpath, which incorporates the crossing bridge, makes use of a private driveway followed by crossing over a field. This route combines pavement with dirt roads and grassy areas which have the potential to become muddy.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				This significantly undermines the accessibility of the route to wheelchair users and others with limited mobility.	
				Alternative option (blue route): The proposal is to divert all users to a vehicular bridge 240m south of Tednambury level crossing. From the west, pedestrians will be diverted along highway routes (namely, the A1184 and Cambridge Road). A new public right of way would be established linking Cambridge Road and the existing Sawbridgeworth 003 footpath on the eastern side of Tednambury level crossing. Pedestrians will then be able to connect to other footpaths in the area. The new footpath, which incorporates the crossing bridge, makes use of a private driveway. This route combines pavement with dirt roads and grassy areas which have the potential to become muddy, this significantly undermines the accessibility of the route to wheelchair users and others with limited mobility.	
				Alternative option (orange route): The proposal is to divert all users to a vehicular bridge 240m south of Tednambury level crossing. Under this option, pedestrians from the west would follow Sawbridgeworth 003 toward the level crossing. A new footpath would be established linking Sawbridgeworth 003 (to the west) to the bridge and reconnect with Sawbridgeworth 003 on the eastern side of the railway line. Pedestrians will then be able to connect to other footpaths in the area. The new footpath, which incorporates	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				the crossing bridge, makes use of a private driveway. This route follows unpaved, narrow pathways that are largely inaccessible to many wheelchair users and those with limited mobility. This route is also likely to become muddy at times which can further impede access.	
				Alternative option (green route): The proposal is to divert all users to a vehicular bridge 240m south of Tednambury level crossing. Under this option, pedestrians from the west would follow Sawbridgeworth 003 toward the level crossing. A new footpath would be established linking Sawbridgeworth 003 (to the west) to the bridge and connect to footpath EX|37|38#2 on the eastern bank of the River Stort. The new footpath, which incorporates the crossing bridge, makes use of a private driveway followed by crossing over a field. This route follows unpaved, narrow pathways that are largely inaccessible to many wheelchair users and those with limited mobility. This route is also likely to become muddy at times which can further imede access.	
Name: Trinity Lane **Type:** Public highway **Location**: 51.691575 -0.025481	The overall risk rating for this site is E8, with sun glare and the high frequency of trains highlighted as key risk drivers. Approximately six vehicles use this crossing each day and the crossing is infrequently used by pedestrians. This line sees approximately 370 trains per day travelling at speeds of up to 85mph. The gates provide some protection against the risks at this site, as does the signage which was both	The accessibility of this crossing is generally good with paved access routes leading from the housing estates on Trinity Lane and access gates that should be wide enough for most wheelchairs and mobility scooters. The pathways on the other side of the line may pose a challenge for users with limited mobility for which the uneven ground and puddles of both mud and water may make access	This public road crossing connects Trinity Lane in Cheshunt, Hertfordshire with the Lee Valley Regional Park. Vehicular access gates are provided at the crossing along with wicket gates for pedestrians. There is a high density of equality groups in the area. This crossing constitutes the closest crossing to the two areas of allotments on the west of the park. There are several alternative routes through which the allotments and the	The proposal is to downgrade the level crossing to a public bridleway crossing, therefore maintaining the current pedestrian access at the site. Route improvements may be required along vehicular diversion routes to ensure their accessibility to the allotments. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Positive	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
	identified as protections against these risks. It is important to stress however, that much of the signage is unclear, unduly long and not especially eye catching and that the sign warning users of the need to close the gates after use is a handwritten sign on a piece of paper taped the gate. There are, however CCTV cameras at this site through which the crossing can be monitored and recorded to maintain safety standards. There have been no accidents, near misses or incidents of user misuse reported at this site.	difficult.	park can be accessed, including a more established crossing approximately 1.2km north of this crossing at Windmill Lane. A nine day census indicates that an average of two vehicles, three cyclists and 676 pedestrians (including disabled people, older people and both accompanied and unaccompanied children) use this crossing each day. This crossing is clearly an essential route for the community and, given the volume of users and distance to alternative railway crossing points, it is likely that community severances will occur should access not be maintained at this site	effects will be minimal due to the continued interaction between pedestrians and the railway line. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Twyford Road **Type:** Public footpath **Location**: 51.858495 0.167002	The overall risk rating for this site is C2. This risk is attributed to the high number of users and the high frequency of trains that makes incidents at this crossing more likely. This site sees an estimated 108 pedestrian users per day and approximately 316 trains per day, making this a very busy section of the track. The only identified safety feature at this site is the presence of gates and signage. This site has seen a single incident of misuse of the crossing by a user in the 12 months prior to the January 2015 assessment and none since. There have been no reported accidents or near misses at this site.	The accessibility of the crossing itself is good, with paved pathways joining two roads together and incorporating standard gates into the crossing. While these gates may be too narrow for some wheelchair users, most will not have a problem navigating this crossing.	This site is a regularly used pedestrian crossing that connects the two sides of Twyford road, joining an industrial estate and the majority of Bishop's Stortford with an angling pond, a canal boat marina and a nature reserve as well as several houses. There is a high density of equality groups in the area. This site is evidently of importance to the local community as, in addition to the estimated 108 users per day, there is a sign at the crossing indicating local opposition to proposals to close the crossing. With both this opposition and the high number of reported users, it is possible that many local people do rely on this crossing to reach the other side of the line, rather than using alternatives. That notwithstanding, there is alternate routes that do not rely on this crossing. The first of these is at the canal towpath approximately 200m	The proposal is to extinguish the level crossing and divert all users to the underpass 200m away. This will fully remove pedestrian interaction with the railway, but further works will be required to make the route fully accessible and safe. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			north of this crossing, where the towpath runs under the railway line. This may work as an alternative to some but this route has greatly more limited accessibility than the current crossing due to its uneven and narrow pathways that could reduce the ability of those with limited mobility to access the site. The other primary alternative is a bridge approximately 500m south of this crossing. While the accessibility of this bridge on Pig Lane is good, the added distance would likely deter many users from using this alternative.		
				Alternative option (red route): The proposal is to extinguish the level crossing and divert all users to the underpass 200m north. A new footpath would be established on the eastern side of the railway line (between the railway line and a pond) linking Twyford Road with the Bishop's Stortford 041 footpath at the underpass. All users will follow the existing Bishop's Stortford 041 footpath north-west to join London Road. The new footpath goes via overgrown land which may limit access for those with mobility impairments. The close proximity to open water sources may also increase safety risks for some users – namely children.	

10 Unitary Authority of Thurrock

10.1 Introduction

Several of level crossing proposals within this county were not pursued past GRIP1 Stage at this stage, however of those that were the following were subject to DIA scoping for alternative solutions as part of Revision D of this report:

- Howells Farm
- Jefferies
- No Name No. 131

The initial equality analysis for each level crossing based in the Unitary Authority of Thurrock is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the ratings described in section 2.3.

10.2 DIA scoping analysis

Table 10.1: DIA analysis for level crossings based in the Unitary Authority of Thurrock

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Footpath 190 **Type:** Public footpath **Location**: 51.507122 0.454749	Footpath 190 level crossing has been closed with all level crossing furniture removed. As such, no pedestrian or train census data is available for this site. However, given the remote location of this site, it is unlikely that this crossing received regular pedestrian / cycle use prior to its closure.	The approach to the crossing from both directions was along natural tracks and involved steep inclines up the railway embankment to access the level crossing. It is likely that most users experienced accessibility difficulties with this crossing, particularly those with mobility impairments and parents with pushchairs.	The level crossing was previously a public footpath located in rural Thurrock, to the South East of the town of Stanford-Le-Hope. The crossing is surrounded by agricultural fields to the north and the River Thames immediately to the South. There are no people from equality groups living in the immediate area, and no residential properties or community amenities, It is unlikely that community severance impacts will occur as a result of the closure. Moreover, an alternative route over the railway exists via Smiths bridleway	As an alternative crossing point is available nearby, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. Route improvements may be required between the road and the level crossing access paths to maintain accessibility.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			level crossing (130m east of Footpath 190 level crossing) or, otherwise, via a private road bridge 570m east of the Footpath 190 level crossing.		
Name: Gibbs Wharf **Type:** Public footpath **Location**: 51.474988 0.29753	Gibbs Wharf level crossing is used by approximately 109 pedestrians and cyclists per day and an estimated 125 trains, travelling at 60 mph, use this part of the network daily. Due to the high frequency of trains, the large volume of users and risks of sun glare, the crossing has been given a risk rating of C3. Since August 2012, there have been two reported incidents of misuse and one recorded near miss at the site. No accidents have been reported at this crossing. Safety features at the site include manually operated gates and signage.	The approach to the level crossing (on both sides) is along level tracks which will pose minimal restrictions on user accessibility. However, the crossing gates may be too narrow to allow some users access, e.g. those in wheelchairs and mobility scooters. Inclement weather may make the footpaths muddy and may prevent some users accessing the crossing.	This crossing is a regularly used pedestrian footpath crossing that connects a housing estate in the north to an industrial estate on Hedley Avenue, in the south. There is a high density of equality groups in the area. Approximately 109 people who use this crossing each day, therefore any change to the level crossing is likely to have negative disproportionate effects on these users. The crossing is likely to be used to access places of employment, local amenities and, potentially, to access St Clement's Church which is sited on the western edge of the industrial estate. Members of this church may be unduly impacted by changes to this crossing. It is likely that community severance and walking distance impacts will occur as a result of the closure.	Access across the line is available via the vehicular overbridge on Stoneness Road, roughly 650m west of Gibbs Wharf level crossing. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Howells Farm **Type:** Public footpath **Location**: 51.546288 0.460301	27 pedestrians / cyclists use the level crossing every day. Additionally, approximately 118 trains, travelling at speeds of up to 70mph, user this part of the network daily. Due to the frequency of trains, volume of users and risks of sun glare, the overall risk rating for this crossing is C4. Despite these risks, there have been no reported accidents, near misses or incidents of misuse at this site. Safety features at the crossing include warning signs.	The northern approach to the level crossing is via a densely vegetated, narrow dirt track. This will limit accessibility for people with disabilities and parents with pushchairs. The southern approach is via a partially tarred road, off Inglefield Road, which poses little restriction for any users.	This crossing is a public footpath crossing that connects a campsite and caravan park and Southend Road (B1420) a wooded area and farmland. This crossing does not provide access to community facilities that may be required by persons with protected characteristics, but it does provide a shortcut to the properties and businesses located on either side of the railway. There is also a high density of equality groups in the area and the crossing is used by an estimated 27 pedestrians and cyclists per day. An alternative route over the railway line is available via a vehicular level	A level, fully accessible alternative route over the railway line is available in the form of a controlled vehicular level crossing 500m east of Howells Farm level crossing name. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			crossing on High Road, 500m east of Howells Farm level crossing. This would create a total diversion of approximately 2km, potentially heavily impacting walking distances for users. Nevertheless, it is unlikely that any community severance impacts will arise as a result of the level crossing closure.		
				Alternative option (red route): The proposal is to divert all users to the controlled vehicular level crossing 500m east of Howells Farm level crossing. From the north, pedestrians will be diverted along local highway routes to the vehicular crossing. From here, pedestrians would travel approximately 500m south via High Road. The proposal here is to establish a new footpath opposite the Little Lodge Nursery, linking High Road with Inglefield Road. With the exception of the new footpath, the entire length of the diversion is along level paved roads. This will pose little restriction for any users. The new footpath goes through grass fields, which may restrict access for those with mobility impairments – particularly when muddy. The proposed route will increase walking distances for all users.	
				Alternative option (blue route): The proposal is to divert all users to the controlled vehicular level crossing 500m east of Howells Farm level crossing. From the north, pedestrians will be diverted along local highway routes to the vehicular crossing. The proposal is to establish a new footpath going through a scrap yard and wooded area	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				bordering the railway to the south of the line. With the exception of the new footpath, the entire length of the diversion is along level paved roads. This will pose little restriction for any users. The new footpath goes through a densely wooded area which may restrict access for those with mobility impairments – particularly when muddy. Walking through a scrap yard which also has an open pond raises safety concerns, particularly for children. The proposed route will increase walking distances for all users.	
				Alternative option (green route): The proposal is to divert all users to the controlled vehicular level crossing 500m east of Howells Farm level crossing. From the north, pedestrians will be diverted along local highway routes to the vehicular crossing. The proposal is to divert users along highway routes south of the railway, namely High Road and Inglefield Road, to eventually join the existing footpath on Inglefield Road / Milne Road. The proposed route will increase walking distances for all users. However, the entire length of the diversion is along level paved roads. This will pose little restriction for any users.	
Name: Jefferies **Type:** Public footpath	An estimated 54 pedestrian / cycle users use this crossing daily. Additionally, approximately 136 trains, travelling at speeds of up to 70mph, use this part of the network each day. Due to the volume of users, frequency of trains and risks	The accessibility of Jefferies level crossing is limited by the uneven pathways that lead to the crossing on each side. Moreover all users will have to walk through the adjacent field to access the level crossing from the north. These features will	This crossing is a pedestrian crossing that connects an area of farmland next to the A13 to a residential area of Stanford-Le-Hope. There is a high density of equality groups in the area. The crossing does not provide access to any local facilities which may be	No alternative pedestrian route across the railway seems to be available in reasonable proximity to Jefferies level crossing. All users will be heavily impacted with increased walking distances and there may be risks of community severance. These effects will	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Location: 51.524771 0.42631	of sun glare, Jefferies level crossing has an overall risk rating of C4. Despite these risks, there have been no reported accidents, near misses or incidents of user misuse.	have the effect of reducing the accessibility of the crossing to people with limited mobility.	required by persons with protected characteristics, therefore closure of the level crossing is unlikely to result in any disproportionate equality impacts. However, an estimated 54 pedestrian / cycle users use this crossing daily. An alternative route across the railway is available via the A13, however there are no provisions for pedestrian or cycle users along this route. The nearest pedestrian access over the line is via London Road, approximately 1.2km south-west of the level crossing. Consequently, closure of Jefferies level crossing will result in significantly increased walking distances for people who are unable to drive or do not have access to alternative modes of transport e.g. children, older people and disabled people.	be offset by the disproportionate positive effects on safety. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal for this option is to divert pedestrians to the A1014 bridge, via new footpaths established on either side of the railway line. A new footpath will be established on the western side of the railway, bordering the railway line, linking Jefferies level crossing to the A1014 bridge. Means by which users would be able to ascend and descend the bridge will be constructed on either side of the railway. From the east, pedestrians will access the bridge via the existing footpath between the residential estate and railway line. This route is not fully accessible as it required pedestrians to walk through agricultural land and is likely to require users to navigate steps to access the bridge. As such, wheelchair users and those with reduced mobility, would be	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				unable to use this diversion.	
				Alternative route (blue route): The proposal for this option is to divert pedestrians to an underpass approximately 900m south of Jefferies level crossing. From the west, all users will be diverted along a new public right of way. This footpath will border the A13, inside the adjacent field, continue under the A1014 bridge and connect with the existing footpath linking to the underpass. From the eastern side of Jefferies level crossing, pedestrians will be diverted south via an existing footpath parallel to the railway line. A new footpath will be established under the A1014 bridge linking the existing footpath at Jefferies level crossing with the underpass. This route entirely consists of unpaved and often uneven surfaces that have the potential to become muddy. This can significantly reduce the accessibility of this route to wheelchair users and those with limited mobility. Walking distances for all users will further increase considerably.	
Name: No Name No.131 **Type:** Public footpath **Location**: 51.489716 0.236971	This level crossing is infrequently used by pedestrians; however 161 trains (travelling at speeds of up to 50mph) use this part of the network daily. As such, the overall risk rating of this crossing is C8, with sun glare and the high frequency of trains identified as key risk drivers. Safety features of the crossing include signage and whistle boards and, to date, there have been no reported accidents, near misses or incidents of misuse at this site.	The accessibility of this crossing is poor as it includes several stiles to access the line with muddy and uneven pathways that are likely to have the effect of excluding wheelchair users, those with pushchairs and users with limited mobility. There is a narrow and uneven, wooden footbridge over a ditch across which certain users would be expected to access the crossing. As well as reducing the ability of those with limited mobility	This crossing is a public footpath that connects the Milehams industrial estate, off Tank Hill Road, to the A1306. There are no community facilities in the immediate vicinity of the crossing; however, the wright Car Company and a number of residential properties lie with reasonable proximity. Nonetheless, it is unlikely that closure will result in community severance. There is a relatively high proportion of equality groups in the area.	Alternative routes over the railway line are available via New Tank Road (250m north-west of the level crossing) and a pedestrian overbridge on Tank Lane (510m south of the crossing), both of which are level pavements and have tactile paving, greatly improving accessibility for all users. As No Name Number 131 is not fully accessible and is infrequently used, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		from accessing the crossing, it may also pose a risk to young children. The use of whistle boards at this crossing make it more accessible to those with visual impairments, however such users would also be limited by the uneven ground and various obstacles.		the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
				Alternative option (red route): The proposal is to divert pedestrians over the railway via the New Tank Hill bridge, 250m north of the level crossing. On the western side of the railway, pedestrians would follow New Tank Hill Road directly to the bridge. From the existing footpath leading to No.131 level crossing east of the A1306, pedestrians would follow the A1306 Arterial Road north to the join New Tank Hill Road. This diversion route if fully accessible and has pedestrian footways along the entire length. Pedestrians also benefit from the presence of a controlled pedestrian crossing point across the A1306. As such no users will be disproportionately impacted.	
Name: St. Clements **Type:** Public footpath **Location**: 51.474484 0.290408	Data indicates that St Clements is infrequently used by pedestrians. Approximately 152 trains cross this part of the network each day travelling at speeds of 60mph. No accidents or misuses have been recorded at the crossing, however two near misses have been reported at this crossing since February 2012. The main risk factors for the crossing are sun glare, frequent trains and low sighting time. Safety protection consists of signage only. The crossing has a risk rating of M13.	The approach to the crossing is through an unsurfaced part of the carpark and through a narrow gate. This may pose restrictions to certain users, particularly those with mobility impairments and pushchair users. However, the crossing itself has furniture to enable ease of access across the tracks.	St Clements is a public footpath level crossing is located in West Thurrock and provides immediate access between two large industrial business parks. The crossing is also adjacent to a residential estate in the north. Though it primarily provides access between industrial amenities, it is possible that residents may use the level crossing to access St Clement's Church which is located 250m south of the crossing. It is worth noting that an alternative access point exists via Stoneness Road, approximately 500 metres from the crossing. There is a high density of equality groups in the	As the level crossing is currently infrequently used and more accessible alternative routes over the railway line are available, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
			area.		

11 London Borough of Havering

11.1 Introduction

Level crossings within this county were not pursued past GRIP1 stage.

The initial equality analysis for each level crossing based in the London Borough of Havering is provided below. The table details specific level crossing details including the risk factors, accessibility, the community profile and resources of the area and the proposed solution associated with the crossing. A rating has been given according to the ratings described in section 2.3.

11.2 DIA scoping analysis

Table 11.1: DIA analysis for level crossings based in the London Borough of Havering

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
Name: Butts Lane **Type:** Public footpath **Location**: 51.566521 0.225060	Approximately 8 pedestrians / cyclists use Butts Lane level crossing per day. Moreover, an estimated 56 trains use this part of the network daily. Risk factors at the site include sun glare and potential user misuses, therefore Butts Lane level crossing has a risk rating of C6. Safety features at the site include signage and stiles.	The tarmac approaches to this level crossing are level and wide enough, posing limited restriction to any users. Tactile paving is also present on both sides of the railway line aiding visually impaired users of their proximity to the railway line. However, to access the level crossing itself, users are required to navigate across wooden stiles. This is likely to restrict some groups in society using the crossing, in particular those with mobility impairments.	Butts Lane level crossing is public footpath crossing located Hornchurch, Havering. The crossing provides pedestrian access between two large residential estates, with schools, churches, and sports and leisure parks located within 400m of the level crossing. Consequently, there is a high density of equality groups in the area. Alternative crossing points over the railway are available to the north west and south east of the Butts Lane level crossing – the nearest one being a pedestrian overbridge 300m south east.	The proposal is to extinguish the level crossing (removing Public Rights of Way equipment), and divert all users to the pedestrian overbridge 300m south east of Butts Lane level crossing. This is a level bridge which poses no restriction to any users. However, this creates a total diversion of approximately 750m, impacting walking distances. As the level crossing is not heavily used, closure of the crossing is unlikely to have severe disproportionate adverse impacts for any equality groups, however further investigation is recommended to gain a fuller understanding of usage. Nevertheless, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
				Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Eves **Type:** Public footpath **Location**: 51.536803 0.281791	Despite being infrequently used by pedestrians, this level crossing has a risk rating of C10. An estimated 82 trains, travelling at speeds of up to 70mph, use this part of the network daily and key risk factors include train frequency and sun glare.	The accessibility of this crossing is poor with access made along the natural footpaths that lead up to the level crossing. These footpaths are additionally uneven and run along adjoining fields. This will significantly limit the accessibility of the site for some users, particularly those with mobility impairments.	Eves level crossing is a public footpath crossing located on the outskirts of Upminster. There is a moderate density of equality groups in the area. The crossing is situated 50m east of the London Orbital Motorway and is completely surrounded by agricultural land. As this crossing does not provide access to any particular amenities, closure of Eves level crossing is unlikely to result in any community severances.	The proposal is to close this level crossing and divert users to alternative crossings along the railway. Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	
Name: Manor Farm **Location**: 51.536801 0.28110638	Manor Farm level crossing is a sleeping dog. As no changes are being made in terms of accessibility at the site, a DIA has not been undertaken.				
Name: Woodhall Crescent **Type:** Public footpath **Location**: 51.563302 0.231693	An estimated 58 trains use this part of the network daily. Due to risks of sun glare and potential user misuse, Woodhall Crescent level crossing has a risk rating of C6. Approximately 8 pedestrians use this level crossing per day. Safety features at the site include signage only.	The accessibility of this crossing is limited. Between the housing estates and the crossing gates, the approaches are tarmac and level, posing little restriction for any users. Beyond the crossing gates, on both sides of the railway line, the approaches wind down the embankment toward the level crossing. These parts of the footpaths are gravel / natural track, steep and narrow with a few steps present at the level crossing. Additionally, the wet foliage may make the footpaths slippery. The positioning of hand railings and warning signs at the level crossing itself further reduces the width available to access the crossing – potentially limiting access for some	Woodhall Crescent level crossing is public footpath crossing located between two large residential estates in Hornchurch, Havering. Schools, churches and sports/leisure parks are all located in close proximity to Woodhall Crescent level crossing. An alternative crossing is available via the more accessible road bridge on Wingletye Lane, 140m south east of the level crossing, therefore closure of the crossing is unlikely to result in community severance impacts.	The proposal is to extinguish the level crossing and divert pedestrians over the line via Wingletye Lane overbridge – creating a total diversion of roughly 430m. As this alternative route is level, with a dedicated pavement for pedestrian users, Network Rail will explore, consult on and take all actions that are possible to mitigate against the potential negative impacts that closing the level crossing may have. Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society.	

Crossing details	Risk factors	Accessibility	Community profile and resources	Proposed solution	Rating
		users, such as parents with pushchairs. Altogether the approaches may restrict access to some users, particularly those with mobility impairments.			