



# Non-Motorised User Audit

Rother Valley Railway  
Non-Motorised User (NMU) Audit Report  
July 2013

Rother Valley Railway Limited





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Robertsbridge Junction (RVR) Station, Station Road, Robertsbridge, Sussex TN32 5DG



# Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	15/11/2012	M D Lewis	B A Pledge	R E Murdock	First Issue
B	12/12/2012	M D Lewis	B A Pledge	R E Murdock	Second Issue
C	17/01/2013	M D Lewis	R E Murdock	R E Murdock	Third Issue
D	25/01/2013	M D Lewis	R E Murdock	R E Murdock	Fourth Issue
E	01/07/2013	B A Pledge	M D Lewis	M D Lewis	Fifth Issue

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# 1. Introduction

This report describes a Non-Motorised User (NMU) audit associated with the proposed reconstruction of the Kent & East Sussex Railway (KESR) between Bodiam and Robertsbridge, in East Sussex. This restored railway line intends to cross three existing roads by means of a full-barrier locally controlled and monitored level crossings. These are located at C18 Northbridge Street, Robertsbridge; the A21(T), east of Robertsbridge; and the B2244 Junction Road, approximately 6km south of Hawkhurst. The level crossing proposals comprise the construction of a new at-grade embedded rail on a pre-cast concrete slab, lifting gated barriers which extend the full width of the carriageway and associated road markings and signs.

The audit was carried out for the Design Team in June 2013 in accordance with Highways Agency standard, HD42/05 'Non Motorised User Audits'.

The report has been prepared as a stand-alone Preliminary Design Stage NMU audit. The audit team has prepared the 'Rother Valley Railway Non-Motorised User Audit Context report (dated November 2012), prepared by Mott MacDonald's Integrated Transport Division (Southampton).

The Audit Team comprised:

- M D Lewis                      Mott MacDonald (NMU Audit Leader)
- B A Pledge                     Mott MacDonald (NMU Audit Member)

The audit consisted of: -

- An examination of the scheme preliminary design drawings
- Site visits conducted on Tuesday 23<sup>rd</sup> October 2012; and Monday 1<sup>st</sup> July 2013
- A review of the Context Report, dated November 2012.



## 2. Background

The following reports and data were reviewed during the Audit process:-

### 2.1 Context Report

The Context Report identifies three main objectives for the proposed level crossing sites. These, and the design features that have been incorporated to satisfy them, have been included in the Preliminary Design as described below.

Table 2-1: Summary of Design Objectives and Design Feature

Objective	Design Feature
Ensure continuity of existing NMU routes where applicable	The alignment of the proposed railway corridor runs perpendicular to the A21, near to an existing footpath link. This east-west pedestrian route, between Robertsbridge and the A21(T) is to be secured.
Maintain safety for vulnerable NMU users on the A21 and where it intersects with the existing highway network	No (or little NMU) activity expected – and largely unaffected by the proposed C18, A21(T) and B2244 crossings.
Ensure a design of NMU measures compliant with user requirements.	The design has been undertaken with the needs of NMU taken into account.

Since the production of the Context Report, the design objectives have been expanded to include the proposed railway level crossings sites on the C18 at Robertsbridge and the B2244 Junction Road.

### 2.2 Road Safety Audit

At the time of writing, it is understood that no road safety audits have been prepared in association with the proposed scheme. It is envisaged that road safety audit(s) will be carried out at a later date as part of the Transport & Works Act / Level Crossing Order application process.

## 2.3 Summary of Pedestrian Movements

Mott MacDonald has been unable to directly source data from any public authority relating to pedestrian, cycle and equestrian activity along the C18 Northbridge Street, Robertsbridge; the A21(T), east of Robertsbridge; and the B2244 Junction Road.

Surveys of NMU movements at the site of the proposed A21(T) level crossing were undertaken on Sunday 13<sup>th</sup> November 2012 for the 12-hour period 0700-1200. These show that no pedestrians, cyclists or horses were recorded as passing the site.

Following two visits to the site locations, it is considered that NMU movements are low, due to the lack of exiting provision for pedestrians, cycles and equestrians along both routes.

It may be beneficial to conduct additional manual count surveys at the level crossing site, at the B2244 Junction Road, to ascertain the number of NMUs that may be affected by the proposals. The survey should be mindful of when the presence of NMUs are likely to be more apparent, such as on weekends, bank holidays and/or during the summer months.

## 3. Items Raised in this NMU Audit

### 3.1 Issue 1

*Location: Existing pedestrian footpath*

The alignment of the proposed extension of the railway between Bodiam (to the east) and Robertsbridge (to the west) bisects the A21 at a distance approximately 140 metres south of the A21 roundabout junction with the C18.

This railway route, crosses adjoining fields and grazing meadows, which are signposted as pedestrian footpaths / rights of way. As the scheme develops, it is important that the pedestrian footpath routes are maintained.

This may necessitate the fencing of the RVR railway line to prevent unauthorised intrusion along the corridor.

Figure 3.1: View looking south along A21 and view of adjoining grazing meadows with right of way.



Source: Mott MacDonald

#### Action Taken

The existing pedestrian footpath routes will be retained and not interfered with resultant from the new railway and the A21 level crossing.

The RVR railway line will be fenced to normal railway standards to prevent unauthorised intrusion along the corridor.

### 3.2 Issue 2

*Location: The proposed at-grade rail level crossings*

The drawings, prepared by Rother Valley Railway, show the proposed layout for each rail level crossing. These feature a full (carriageway) width barrier with the intention to prevent vehicular traffic and NMUs incurring into the level crossing.

It is unclear whether the barriers and fencing will completely prevent the risk of NMUs crossing the rail line when in operation. Any gaps between the crossing gates and the boundary fence may allow NMUs to bypass the barrier.

#### Action Taken

The barriers are being incorporated into the railway corridor fence line, preventing NMUs access across the railway when the gate is in operation.

No supplementary NMU access across the railway would be provided at the level crossing.

## 4. NMU Audit Team Statement

I certify that this audit has been carried out in accordance with HD 42/05.

NMU Audit Leader

**M D Lewis BEng (Hons), CEng, MICE**

**Signed:**

**Date:** 1<sup>st</sup> July 2013

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**Signed:**

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# Appendix A. List of Documents / Drawings Reviewed

## A.1. Documents

Documents reviewed by the Audit Team

Document Number	Rev	Title
288755/ITD/ITW/001	D	Rother Valley Railway (Proposed Level Crossings) Traffic Impact Study
313090/ITD/ITQ/001	D	A21 Rother Valley Railway Non-Motorised User (NMU) Audit – Context report

Source: Mott MacDonald

## A.2. Drawings

Drawings reviewed by the Audit Team

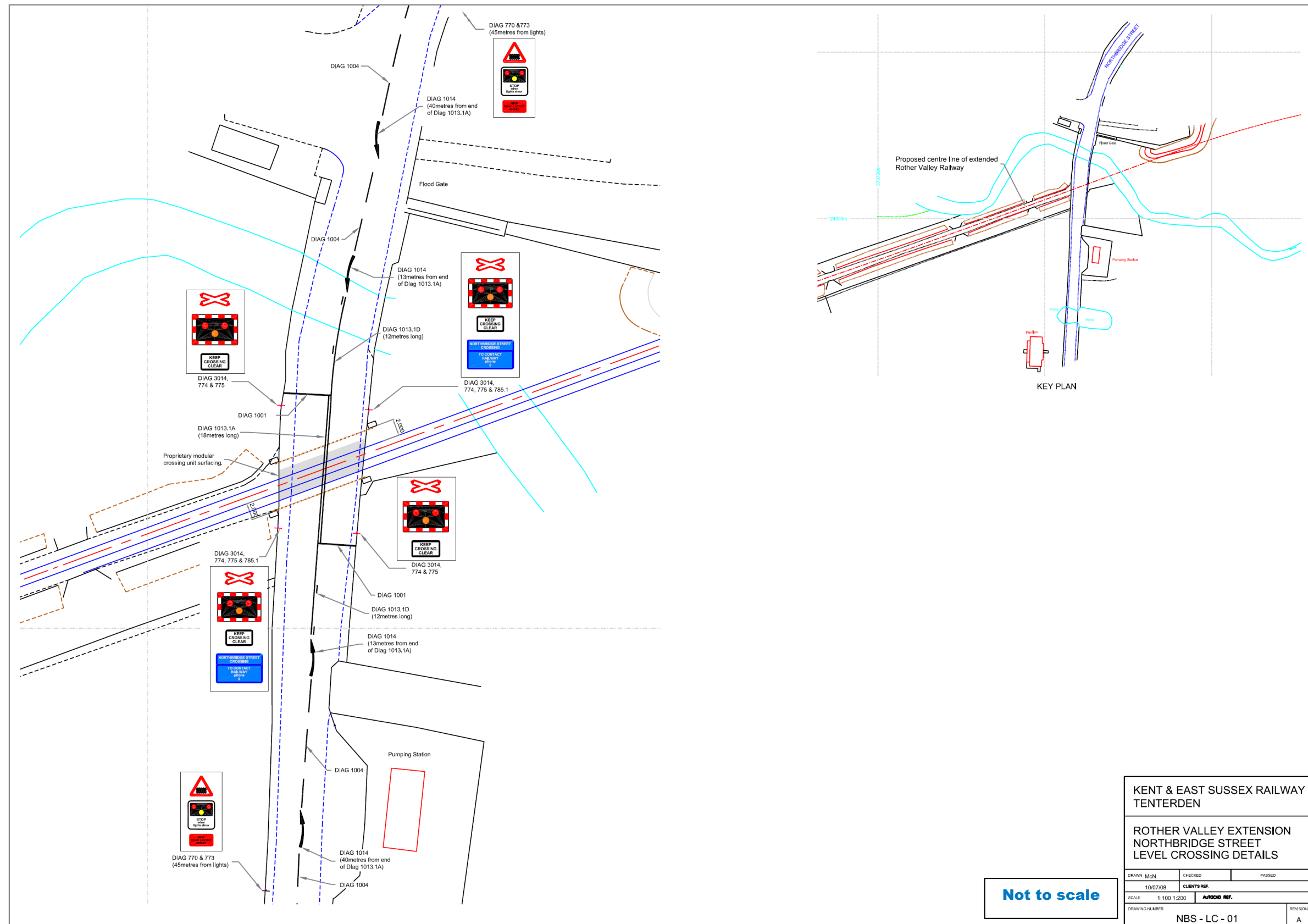
Drawing Number	Rev	Title
NBS-LC-01	A	Rother Valley Extension, Northbridge Street, Level Crossing Details
A21-LC-01	A	Rother Valley Extension, A21, Level Crossing Details
NBS-LC-01	A	Rother Valley Extension, Junction Road, Level Crossing Details

Source: Mott MacDonald - taken from the Rother Valley Railway (Proposed Level Crossings) Traffic Impact Study - Doc Ref: 288755/ITD/ITW/001/D

## Appendix B. Level Crossing Detailed Drawings

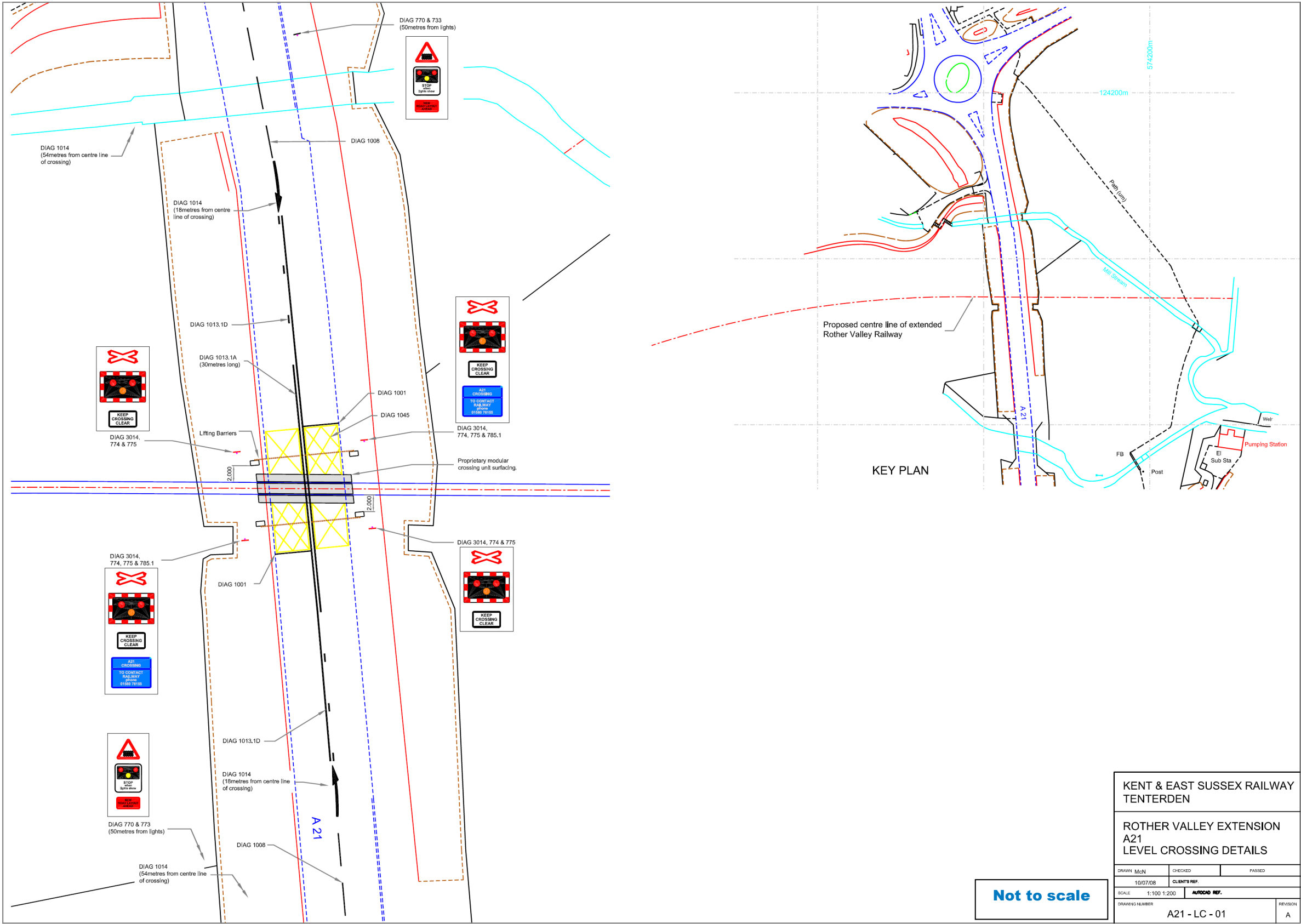


### B.1. C18 Northbridge Street, Robertsbridge – Level Crossing Details



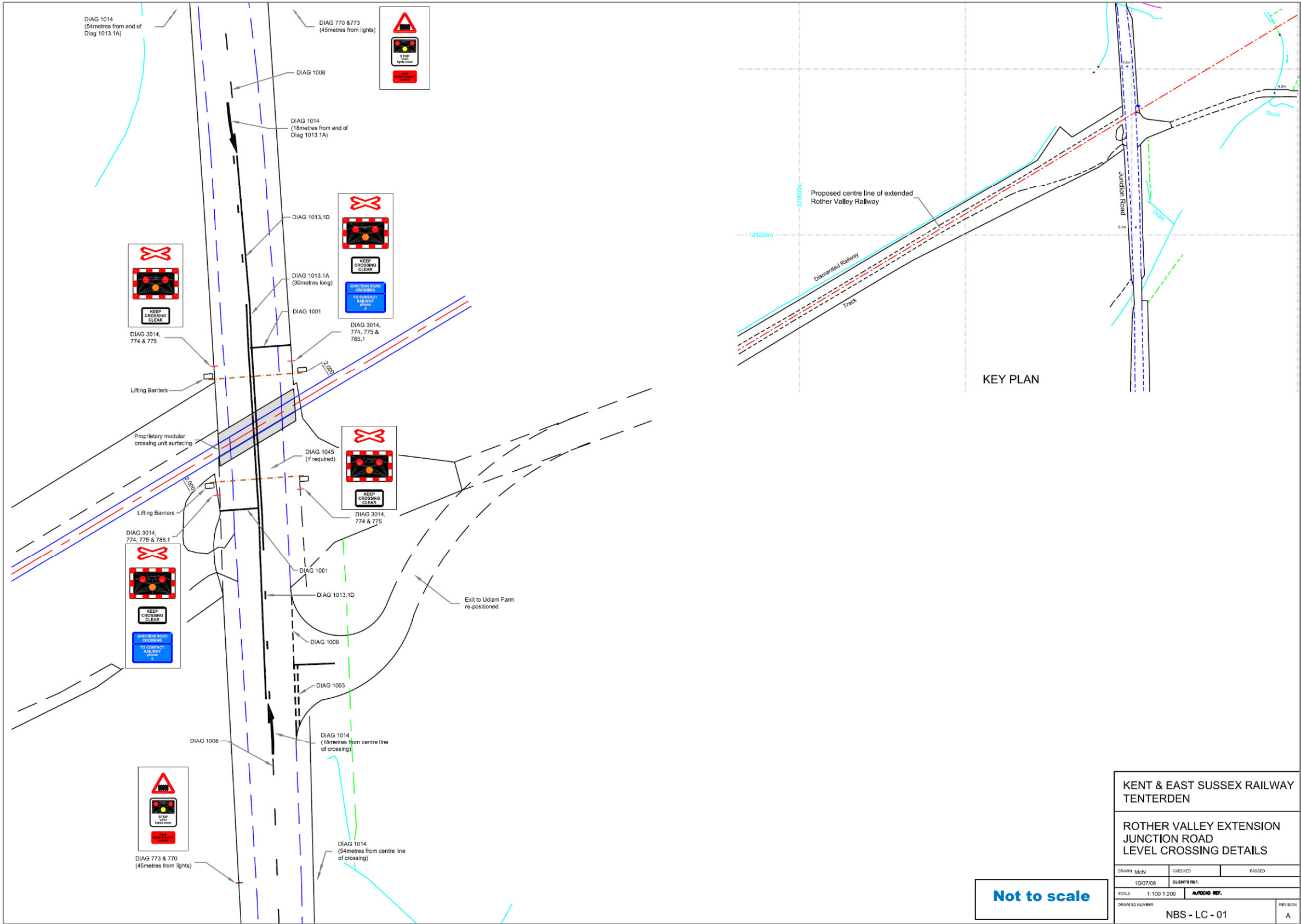
Source: Mott MacDonald - taken from the Rother Valley Railway (Proposed Level Crossings) Traffic Impact Study - Doc Ref: 288755/ITD/ITW/001/D

B.2. A21(T), east of Robertsbridge – Level Crossing Details



Source: Mott MacDonald - taken from the Rother Valley Railway (Proposed Level Crossings) Traffic Impact Study - Doc Ref: 288755/ITD/ITW/001/D

B.3. B2244 Junction Road – Level Crossing Details



Source: Mott MacDonald - taken from the Rother Valley Railway (Proposed Level Crossings) Traffic Impact Study - Doc Ref: 288755/ITD/ITW/001/D

