TRANSPORT AND WORKS ACT 1992

THE TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004

THE NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

STATEMENT OF CASE FOR THE APPLICANT

NETWORK RAIL

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Introduction

Purpose of this Statement

1. On 24 March 2017, Network Rail Infrastructure Limited (Network Rail) submitted an application for the Network Rail (Suffolk Level Crossing Reduction Order) (the Order) to the Secretary of State for Transport. Through this Order, it is proposed to close or downgrade a number of level crossings across the county as part of a Network Rail programme to reduce risk on the railway. The proposals include the acquisition and use of land in connection with these changes, the construction of works, the extinguishment of existing public and private rights of way across the track and the creation of alternative public rights of way and other rights in land.

2. Network Rail owns and operates the national rail infrastructure of Great Britain (the network). Network Rail therefore has a key role to play in railway safety and improving railway performance and efficiency. Network Rail's purpose is described in its Network Licence: to secure the operation and maintenance of the network; the renewal and replacement of the network; and the improvement, enhancement and development of the network; in each case in accordance with best practice and in a timely, efficient and economical manner so as to satisfy the reasonable requirements of persons providing services relating to railways and funders, including potential providers or potential funders, in respect of the quality and capability of the network; and the facilitation of railway service performance in respect of services for the carriage of passengers and goods by railway operating on the network.

3. This application for the Order was made under sections 1 and 5 of the Transport and Works Act 1992**.** A copy of the application and the documents submitted with it, including the associated request for deemed planning permission, are listed in **Appendix A**, numbered **NR01** to **NR12** inclusive. The application was the subject of publicity and notices as required by the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 ("the 2006 Rules").

4. As summarised above, the purpose of the Order is to close or redesignate the status of a number of level crossings in the County of Suffolk. The Order authorises Network Rail to construct a number of Scheduled works comprising the construction of footbridges to carry new public rights of way over drains or watercourses. The Order also authorises the carrying out of other works including the removal of the crossings as well as the redesignation of the status of a byway open to all traffic and the creation of new rights of way in substitution. The Order would permit Network Rail to acquire interests in land including its temporary occupation, in connection with the construction of the works.

5. Objections to, and representations about, the proposed Order were invited to be made to the Secretary of State until 5 May 2017. The Department for Transport (DfT) received 3 letters of support, 3 representations and 62 objections. As a consequence, and in accordance with the Transport and Works (Inquiries Procedure) Rules 2004 (the Inquiries Rules), the Secretary of State for Transport announced on 1 June 2017 his intention to hold a public local inquiry into the application. The Inquiry is proposed to take place in February 2018.

6. The Inquiries Rules require Network Rail to provide a Statement of Case. This document is Network Rail's Statement of Case for the purpose of the Order application and it contains full particulars of the case Network Rail intends to make at Inquiry in support of its application. It will describe the risk, cost, and operational ramifications of different kinds of level crossings, the consequences of incidents, and the case for their removal from the network. It will then take each site in turn, describing current usage of the crossing, the proposal, the impact on users, and the risk.

7. In **Appendix A** is a list of the documents to which Network Rail intends to refer or submit in evidence at the Inquiry. These documents will be available for public inspection at the locations and times set out in **Appendix B.**

8. In this Statement of Case, references to documents included in **Appendix A** are shown in **bold**.

9. This Statement of Case is arranged as follows:

- An introduction to level crossings and safety
- Operational issues relating to level crossings
- Project context, Transport and Works Act Orders, and funding
- Objections and Representations
- Level crossings affected by the Order and consideration of objections
- Conclusions

Level Crossings and Safety

10. This section will describe the risks arising from level crossings; the different types of crossing; some of the processes, staff and costs involved in managing crossings; and the cost of maintaining them. It will also consider the general impact of level crossings on proposed enhancements to services.

11. Network Rail is legally responsible for safety on and around the railway, including at level crossings. This means that where the highway and rail networks interface, Network Rail is required to protect both the public using roads or public rights of way from the dangers of the railway, and users of the railway network, so far as reasonably practicable.

12. As is recognised by the Office of Rail and Road (ORR), Great Britain's level crossing safety record is among the best in the world, but every incident has the potential for significant human and economic loss. Level crossings are the single biggest source of catastrophic risk on the railway. The ORR agrees with Network Rail that the closure of level crossings is the most effective way of reducing this risk, removing the interface between trains and highway users entirely. It has set itself the objective of reducing level crossing risk by 25% by 2019.

13. The ORR's strategy for regulation of health and safety risks at level crossings (**NR14**) makes clear that it will encourage crossing closure, and ensure that all risk assessments consider this first, in line with the principles of prevention enacted in legislation through the Management of Health at Safety at Work Regulations 1999 (**NR13**).

14. In accordance with its objective, Network Rail has established a long term strategy to reduce level crossing risk (**NR17**). Whilst closure of level crossings has been proven to be the most effective way of removing risk from the network, reduction in level crossing risk may also be achieved by enhancing level crossings, or by limiting those who are entitled to use them. Level crossing closures may also result in the reduction of operating costs and assist the scope for enhancement of rail capacity—faster and more frequent trains—in association with other schemes, furthering Network Rail's statutory duties in these respects.

15. Anglia route has 773 level crossings. That is to say, there are 773 locations where the public, landowners, contractors, passengers and/or statutory undertakers cross, or could cross, the railway on the level. As some level crossings comprise more than one set of gates or stiles, separating vehicular and pedestrian usage, and each set of gates is risk assessed separately, there are 844 level crossings recorded on the All Level Crossing Risk Model (ALRCM) system for Anglia route.

16. The risk that exists at level crossings is quantified as a Fatalities and Weighted Injures (FWI) figure. A FWI of 1.0 equates to the risk of 1 death, or

10 major injuries, or 200 RIDDOR reportable minor injuries and class 1 shock/trauma, or 1000 non-RIDDOR reportable minor injuries and class 2 shock/trauma per year. The total FWI attributable to the level crossings on Anglia route is 2.92, which is 25% of national level crossing risk.

17. The furniture and technology at level crossings varies. Private vehicular crossings (occupation or accommodation crossings, depending on whether a road pre-existed the railway's construction) will tend to comprise latched vehicular gates and a deck to enable passage across the railway. There may also be telephones to contact the signaller and/or miniature stop lights to warn of an approaching train. Signage at the crossing provides basic instructions. The user is expected to use reasonable vigilance to satisfy themselves that no trains are approaching before they start to cross the railway. They are responsible for following instructions and for closing the gates after use. These crossings are collectively known as User Worked Crossings or UWCs. Those with telephones are known as UWCTs, or with Miniature Stop Lights, UWCMs. If there is a public right of way scheduled over the private level crossing, separate wicket gates or stiles are often provided adjacent to the vehicular gates. There are 267 UWCs (of all types) on the Anglia route.

18. Restricted byway and byway open to all traffic crossings tend to be the same as UWCs. However, they may lawfully be used by the public with vehicles, not just landowners and their invitees.

19. Public footpath and bridleway level crossings tend to have stiles, kissing gates, or self-closing gates in the railway boundary. All bridleway crossings have decks, as do most, but not all, footpaths. Telephones are occasionally provided at bridleway crossings, but only exceptionally at footpaths. Miniature stop lights may also be present. Some footpath and bridleway crossings are protected by whistle boards: train drivers are instructed to sound their horn at a set distance from the crossing to warn potential crossing users of their train's approach. Steps or ramps may be provided on railway land if there is a cutting or embankment to ascend or descend. Signage at the crossing provides instructions to users relevant to the type of crossing. Users must observe the available information at the decision point[1] before deciding whether to cross the railway. These types of crossings are generally known as FPS (footpath with stile), FPK (footpath with kissing gate) or FPG/FPW (footpath or bridleway with gate/wicket gate). There are 353 footpath and bridleway crossings on the Anglia route.

20. The majority pf public road crossings have road traffic lights and barriers. The safest level crossings fence the entire road and are proved clear before a train may proceed; the protecting signal cannot be set to proceed unless the level crossing is clear. There are 57 crossings on Anglia Route which are proved clear by a signaller via CCTV and 8 which are proved clear by object

[1] The decision point is usually defined as 2m from the nearest running rail. However, at bridleway and vehicular crossings, it is defined as 3m.

detection technology. There are also 93 automatic half barrier crossings, which do not include such proving. A few crossings have traditional gates across the road and are operated by a crossing keeper. Some public road crossings are UWCs.

21. Trains take a long distance to come to a stop. They cannot decelerate before reaching a level crossing should a driver see an obstruction. This means that being in the path of a train is an inherently dangerous place to be. It therefore follows that the highest level of protection is obtained at crossings which are interlocked with the signalling system such that a train cannot proceed towards the level crossing until a crossing keeper, a signaller, or an object detection system confirms that the level crossing is clear of users.

22. The majority of level crossings in this Order are passive[2] crossings, at which users decide for themselves whether it is safe to cross the railway. Such crossings require sufficient warning of an approaching train to allow users to cross the railway and reach a position of safety on the other side. The warning is often as simple as ensuring that the sighting of an approaching train is sufficient. This requires the measurement of the available sighting from the decision point, and the calculation of the time taken for a user to reach the position of safety on the opposite side of the railway. The type of user has a bearing on the calculation of what constitutes sufficient sighting. ORR Guidance in relation to the safe use of public footpath and bridleway level crossings considers a walking speed of 1.2m/s should be used where the surface is at or near to rail level and 1m/s where the surface is at the standard profile of the ballast. The calculated time in traversing the crossing should be increased to take account of foreseeable circumstances such as impaired mobility of users, numbers of prams and bicycles or where there is a slope or step up from the decision point. A longer crossing time means that the minimum sighting of trains must be greater.

23. Crossings that rely on the sighting of approaching trains by the user can be affected by vegetation, track curvature, earthworks, mist and fog, and sun glare. They are also not suitable for those with sight loss. Additionally, for pedestrians more attuned to cars travelling at 30–40MPH in residential areas, able to brake easily, it is possible to misjudge the arrival time of a train travelling at up to 100MPH which would take half a mile to come to a standstill. Where sighting of approaching trains is insufficient, warning of their approach may be given by trains sounding their horns.

24. As a complex system which has developed over nearly two centuries, there are many combinations of public and private rights of way crossing the railway, and the furniture and technology associated with them. Details for each crossing in the project are provided on a site-by-site basis in the part of this Statement of Case entitled “Level Crossings Affected by the Order”.

[2] 'Passive', means that there is no direct method of warning people using the level crossing of approaching trains and it is not controlled, equipped with lights, audible warnings or barriers interlocked with signals.

Appendix C contains a description of the furniture and equipment which is found at level crossings.

Risk

25. Level crossings are the largest contributor to train accident risk on the network. That is to say, almost half of non-suicide deaths (or injury equivalents) on the railway network are attributable to level crossings (excluding workforce safety risks). Figure 1 shows the fatalities and injuries on level crossings.

Year	Fatalities (nationally inc. Anglia route)	Fatalities on Anglia route (all pedestrians)	Major Injuries (nationally)	Minor Injuries (nationally)
2016/2017	6 (4 pedestrians)	1	TBC	TBC
2015/2016	4 (4 pedestrians)	2	5	65
2014/2015	10 (8 pedestrians)	3	5	52
2013/2014	8 (6 pedestrians)	2	5	51

FIGURE 1: FATALITY AND INJURY FREQUENCY AT LEVEL CROSSINGS[3]

26. It is widely acknowledged that closure of level crossings is the most effective way to remove the risk. This is consistent with the General Principles of Prevention, set out in Schedule 1 of the Management of Health and Safety at Work Regulations 1999 (**NR13**)**,** in particular the following:

    (a) avoiding risks;

    (c) combating the risks at source;

    (f) replacing the dangerous by the non-dangerous or the less dangerous

27. It is therefore Network Rail policy to close level crossings where possible, and this is set out in the document *Transforming Level Crossings 2015–2040* (**NR17**). It is Network Rail's objective to reduce level crossing risk by 25% over CP5, including through closure of crossings. The Office for Rail and Road's (ORR's) *Final Determination* of Network Rail's funding for 2014–2019 describes the requirement to maximise level crossing risk reduction. (**NR15**).

28. In the nineteenth century, when the railways in Suffolk were constructed, many level crossings were provided because they were the easiest form of making good the interruptions in land and public highways that resulted. The flat ground made bridges an expensive proposition.

29. Level crossings were acceptable on a low speed steam-powered railway, but, as trains have become faster, quieter, and more frequent, there is no longer

[3] Following a coroner's verdict, a fourth fatality which was originally believed to be a suicide was identified at Cannon's Mill Lane level crossing in Bishop's Stortford in 2015/2016. This is reflected in the figures above.

the relative safety of the 1800s and the way the public use level crossings has fundamentally changed. The law and society has rightly become more concerned with safety.

30. Consistently, level crossings are not permitted on new railway infrastructure, such as 'HS1'. The ORR's level crossing policy makes clear that no new level crossings should be authorised other than in exceptional circumstances (**NR14**).

31. Figure 2 shows the FWI on the network for railway passengers. It can be seen that over a third of the risk is attributable to level crossings.

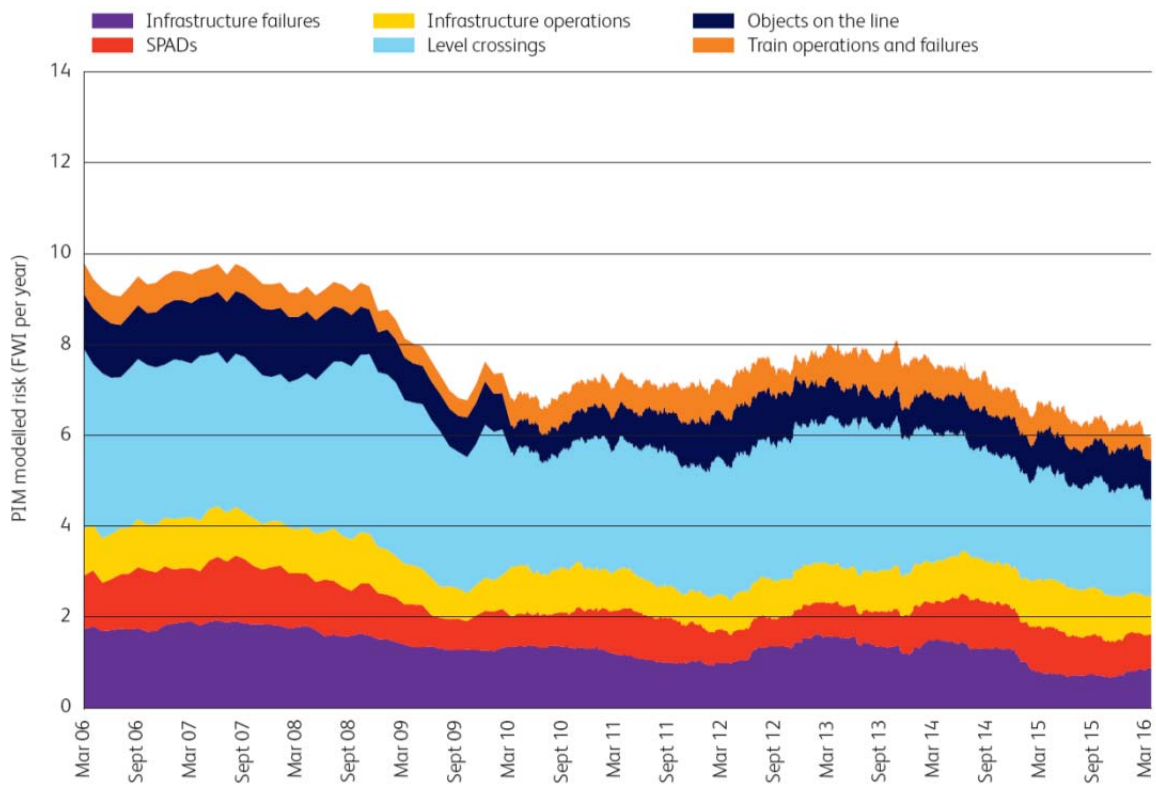


FIGURE 2: FWI PER YEAR ACROSS DISCIPLINES[4]

32. Depending on the type of crossing, the risks that exist are to those on the train, those crossing the railway, and those working on the railway, either operating crossings or maintaining them.

Consequences of a Fatality or a Collision

33. When someone dies at a level crossing, the emotional impacts on those directly and indirectly involved can be far reaching. Those affected include the friends and families of the victim, the train crews, emergency services, Network Rail operations and maintenance staff, and passengers on the train.

[4] Source: RSSB Annual Safety Performance Report 2015/16.

Network Rail has worked with the Samaritans to discourage suicides on the railway network, but the distress of an accidental fatality at a level crossing can be even greater.

34. In the event of a collision at a level crossing, the affected train will stop and, if the driver is able to, they will contact the signaller to request all services in the area be stopped through the signals being turned to red. If the incident involves loss of life, the scene will be declared a crime scene and it will not be possible to move any trains until the police have attended site. This can lead to delays in services of several hours. If it is not possible to move the train to its destination, there can be a need to arrange substitute road transport for passengers, which can take several hours to put in place.

35. After a collision at a level crossing, there will often be a report written by the Rail Accident Investigation Branch, with the involvement of Network Rail staff. These reports are written to establish the cause and make recommendations for the future reduction of risks. Figure 3 lists the RAIB reports since 2005 on level crossing incidents on the Anglia route:

Crossing	Date	Incident
Dock Lane	14/06/2016	Near miss
Hockham Road	10/04/2016	Collision with tractor
Trinity Lane	29/11/2016	Near miss with a pedestrian
Grimston Lane	23/02/2016	Fatal accident
Jetty Avenue	14/07/2013	Collision with car
Motts Lane	24/01/2013	Fatal accident
Johnson's	28/01/2012	Fatal accident
Gipsy Lane	24/08/2011	Fatal accident
Hatson (White House Farm)	25/09/2011	Collision with tractor
Sewage Works Lane	17/08/2010	Collision with tanker
Poplar Farm (Attleborough)	01/07/2008	Near miss
Croxton	12/09/2006	Derailment
Bratts Blackhouse	22/05/2006	Collision with car
Elsenham (and station pedestrian crossings generally)	03/12/2005	2 fatalities at station passenger crossing
Black Horse Drove	19/10/2005	Collision with agricultural vehicle

FIGURE 3: LIST OF RAIB INVESTIGATION REPORTS ON ANGLIA ROUTE

36. Through its programme of risk assessment and maintenance, Network Rail aims to ensure all its level crossings are compliant with railway standards (**NR20, NR21, NR22,** and **NR23**) and the risk at each is as low as reasonably practicable. However, on occasions when Network Rail has failed to

discharge its duty appropriately, fines imposed by courts have been severe. The largest fine to date relates to a fatality at Gipsy Lane level crossing in Needham Market, Suffolk, where an 82 year old pedestrian was crossing the line and misjudged the speed of an approaching train. Network Rail had previously undertaken a risk assessment and identified that vulnerable users were using the level crossing, but had not acted on this information by imposing a speed restriction on trains. As this was held to be the cause of the fatality, Network Rail was fined £4,000,000 by Ipswich Crown Court in 2016. The case also illustrates the inherent tension that exists in ensuring the safety of the public at interfaces between the railway and public highways, and the operational needs of a 21st century railway network.

37. By designing the risks that exist at level crossings out of the network, mistakes like this need never be made again.

Measurement of Level Crossing Risk

38. Risks are not equally distributed amongst level crossings. The risk at each crossing is quantified using the All Level Crossing Risk Model (ALCRM). This is a system that ranks level crossings based on factors including usage, linespeed, frequency of train service, the environment, the technology installed, and the history of incidents and accidents. It calculates the likelihood of a fatality (or injury equivalent) every year and expresses it as a Fatalities and Weighted Injuries (FWI) value.

39. Relative level crossing risk is expressed by ALCRM as a letter and a number.

40. The letter represents the individual risk with A being the highest and M being the lowest. Individual risk is the annualised probability of a fatality to a ‘regular user’, being taken as a person making a daily return trip over the crossing, assumed to be 500 traverses per year. It applies to crossing users only and not to train staff and passengers. Individual risk does not increase with the number of users.

41. The number represents the collective risk, being the risk to crossing users, rail staff, and passengers. 1 is the highest and 13 is the lowest. Collective risk considers the total risk for the crossing, including users (pedestrian and/or vehicle), plus train staff, plus passengers. Crossings ranked 1 to 3, or with an individual risk score of A to C with a collective risk of 4 or 5, are considered particularly high risk.

42. Level crossings which are currently closed or completely inaccessible are assigned a rating of M13, the lowest category of risk.

43. Figures 4 and 5, extracted from the Network Rail ALCRM User Guide (2012), describe the categorisations on Individual and Collective risk:

Individual Risk Ranking	Upper Number	Lower Number	Upper Value Scientific Notation	Lower Value Scientific Notation
A	1 in 1	Greater than 1 in 1,000	1	1.00E-03
B	1 in 1,000	1 in 5,000	1.00E-03	2.00E-04
C	1 in 5,000	1 in 25,000	2.00E-04	4.00E-05
D	1 in 25,000	1 in 125,000	4.00E-05	8.00E-06
E	1 in 125,000	1 in 250,000	8.00E-06	4.00E-06
F	1 in 250,000	1 in 500,000	4.00E-06	2.00E-06
G	1 in 500,000	1 in 1,000,000	2.00E-06	1.00E-06
H	1 in 1,000,000	1 in 2,000,000	1.00E-06	5.00E-07
I	1 in 2,000,000	1 in 4,000,000	5.00E-07	2.50E-07
J	1 in 4,000,000	1 in 10,000,000	2.50E-07	1.00E-07
K	1 in 10,000,000	1 in 20,000,000	1.00E-07	5.00E-08
L	Less than 1 in 20,000,000	Greater than 0	5.00E-08	Greater than 0
M	0	0	0	0

FIGURE 4: INDIVIDUAL RISK RANKINGS

Collective Risk Ranking	Predicted FWIs per year	Predicted FWIs per year
1	Theoretically infinite	Greater than 5.00E-02
2	5.00E-02	1.00E-02
3	1.00E-02	5.00E-03
4	5.00E-03	1.00E-03
5	1.00E-03	5.00E-04
6	5.00E-04	1.00E-04
7	1.00E-04	5.00E-05
8	5.00E-05	1.00E-05
9	1.00E-05	5.00E-06
10	5.00E-06	1.00E-06
11	1.00E-06	5.00E-07
12	Less than 5.00E-07	Greater than 0
13	0	0

FIGURE 5: COLLECTIVE RISK RANKINGS

Incidents and Accidents

44. Incidents and accidents in the use or operation of level crossings are logged, and inform the risk assessment process. Incidents generally fall into the following categories:

- Deliberate misuse
- User human error
- Rail operator human error
- Rail equipment failure
- External causes

45. Incidents at level crossings have previously been categorised generally as misuse, near misses, and accidents. Whilst Network Rail has adopted the new terminology, which is more descriptive, it does require a greater level of investigation of each incident in order to correctly ascertain the chain of causation. It is not always possible to establish this level of understanding from the records of events that occurred in previous years.

46. Across Anglia route in 2016–17, there were 567 recorded incidents of deliberate misuse/user human error, 79 near misses and 29 incidents of users not calling the signaller back when requested.

Operational Issues of Level Crossings

Level Crossing Managers, Inspections, and Risk Assessment Frequency

47. Details of the requirements for level crossing risk assessments are described in documents **NR22** (Network Rail Operations Manual 5-16 Risk Assessing Level Crossings) and **NR23** (Network Rail Level Crossing Guidance 01).

48. Management of level crossings imposes a significant staffing cost. Anglia route is divided into 14 Level Crossing Manager zones. Each Level Crossing Manager is based at the appropriate maintenance delivery unit and is responsible for the assessment, inspection, and basic maintenance of the level crossings in their zone. Their duties include maintaining a relationship with the authorised users of private crossings to ensure they understand safe operation. They also have a role in raising public awareness of level crossing risk. Each zone has just over 50 level crossings on average.

49. The frequency of inspection varies by the type of level crossing. Figure 6 (extracted from **NR22**) describes the maximum interval between inspections:

Description	Maximum Inspection Interval
Automatic Half Barrier Crossings	7 weeks
Automatic Half Barrier Crossings Locally Monitored	7 weeks
Automatic Full Barrier Crossings	7 weeks
Automatic Open Crossings Locally Monitored	7 weeks
Automatic Open Crossings Remotely Monitored	7 weeks
Miniature Stop / Warning Lights	7 weeks
Manually Controlled Barriers all types	3 months
Traincrew Operated Crossings	3 months
Manned Gated Level Crossings	3 months
Station, Barrow or foot Crossings with White Lights	3 months
Open Crossings	6 months
User Worked Crossings	6 months
Footpath and Bridleway Crossings	6 months
Station, Barrow or Foot Crossings without White Lights	6 months
Sleeping Dog Crossing	6 Months
Crossings on Mothballed lines	In accord with specific crossing type

FIGURE 6: MAXIMUM INSPECTION INTERVALS

50. The frequency of *risk assessment* at level crossings varies with the present risk score of the level crossing, and is specified in the ALCRM system for

each crossing. The minimum frequency for any crossing is once every 3.25 years (unless the crossing is out of use), although many crossings are assessed more frequently.

51. Additionally, level crossings receive 'unplanned' risk assessments following a trigger. The triggers are described in section 5.3 of document **NR22**.

Closures and Mitigations

52. After each risk assessment, the Level Crossing Manager will complete optioneering, looking at ways of eliminating or reducing the risks that have been measured, to make the risk as low as reasonably practicable. Whilst outside the scope of this Order, Network Rail has a wider programme of gate-to-gate enhancements[5] and installation of technology to reduce the risk at level crossings. The rolling programme of risk mitigation sometimes means that level crossings where closure is foreseeable may be fitted with technology until closure can be arranged; the risk is reduced until it can be removed altogether.[6]

53. Enhancement of level crossings usually entails works that Network Rail can deliver unilaterally, for which it already has powers.[7] However, permanent closure of level crossings and hence elimination of risk on the network requires public and private rights of way to be changed, for which Network Rail must apply for powers.

Temporarily Closed Level Crossings

54. There are a number of level crossings that Network Rail has temporarily closed due to the crossing having non-compliant sighting, or because the furniture at the level crossing does not allow safe ascent and descent of the embankment or cutting necessary to reach the crossing.

55. In such cases, Network Rail will usually apply to the relevant highway authority to arrange a Temporary Traffic Regulation Order, authorising temporary closure of the public right of way (or highway) across the level crossing. These Orders may last for up to 6 months at public right of way level crossings, but may be extended on application by the highway authority to the Secretary of State.

56. Network Rail will also apply for a Temporary Traffic Regulation Order when level crossings are being maintained, which precludes the level crossing being available for public use.

[5] Renewing all elements of the level crossing.
[6] Many elements of level crossings need not be scrapped, but can be redeployed at other crossings.
[7] Note that changes to level crossings on roads to which the public have access may require the involvement of the ORR and the amendment of Level Crossing Orders.

57. Fees are payable for each temporary closure to be advertised. These vary by highway authority.

Temporary Speed Restrictions (TSRs)

58. If a level crossing has insufficient sighting, Network Rail may consider implementation of a TSR. These speed restrictions affect the efficient running of train services, delaying passengers and requiring compensation to be paid to operators.

59. TSRs may have further-reaching effects on the safety of users:

    59.1. They may have an adverse effect on the operation of active level crossings, which are calibrated to be triggered when the train passes a certain point. This may increase the risk at these crossings.

    59.2. Trains may become out of sequence, causing network congestion and increasing signaller workload, increasing the risk of mistakes being made.

    59.3. TSRs are only effective if the driver observes the local instructions. The more TSRs on a route, the greater the chance of one being accidentally missed by a driver.

60. For these reasons, TSRs are only applied where absolutely necessary and where there will be negligible transference of risk.

User Worked Public Level Crossings

61. Under British Rail, on lightly used railway lines and roads, necessary economies sometimes led to the demanning of public road level crossings to reduce staffing costs. In their place, a telephone connected to the controlling signalbox was provided, and the gates were altered to open away from the railway, rather than to fence it when the crossing was in use by road vehicles. This left the railway network with level crossings which all road users are entitled to use, but with a form of protection that would now only be deemed suitable for private users, where Network Rail can engage with specific individuals to ensure they understand how to use the crossing correctly.

Sleeping Dogs

62. A number of level crossings on the network are not currently in use, the infrastructure having been removed, but rights of way technically remain. This may be because a way is obstructed or because it is simply no longer required and has fallen out of use. These are known as ‘sleeping dog’ level crossings and although no usage or risk currently exists, use of the right of way might be revived in the future, restoring risk to the network.

Inclusive Design and Accessibility

63. *Prima facie* a level crossing may be viewed as the shortest and flattest possible route across the railway, and thus the most inclusive. However, this is not the case.

64. Many level crossings, and most of the crossings in this Order, require users to judge for themselves when it is safe to cross. Those with impaired vision may be unable to see approaching trains, leading to them making the wrong decision to cross, which could prove fatal.

65. The nature of the railway is such that trains take a substantial distance to stop, even at low speeds. By the time a train driver has seen a person on a level crossing and established that they have crossed in the path of an approaching train or are having difficulty moving, it will usually be too late to brake successfully. This is distinguishable from road vehicles in urban environments, where drivers are able to adapt their driving to accommodate vulnerable users, and to swerve and/or stop quickly if a pedestrian walks in front of their vehicle.

66. Some level crossings are located on or near curves in the railway, where approaching trains cannot be seen, and the warning of an approaching train is therefore sounded by the train's horn. There is a risk that a person with hearing loss could miss a train horn, and seek to cross in front of an approaching train.[8] The nature of the warning of approaching trains is not advertised at each level crossing, so those with reduced hearing may not appreciate that the crossing is not safe to use unless one can hear sufficiently.[9]

67. Passive level crossings rely on a gate or stile in the boundary fence to alert users that they are entering the railway environment, and prevent animals straying onto the railway. Such features constitute a barrier to access for some users. Stiles can theoretically be replaced by wicket gates to improve accessibility. However, this may lead to a level crossing being used by slower-moving users, for whom there may be insufficient warning of an approaching train.

68. Where the railway is in a cutting or on an embankment, steps are provided to facilitate passage. Replacement of lineside steps with ramps is often not practical owing to constraints of space.

69. Active level crossings have visual and audible warnings, which tell users when they are able to cross the railway. These are therefore more suitable for use by those who are less able to detect the approach of a train audibly or

[8] The Night Time Quiet Period (NTQP) between the hours of 23:59 and 06:00 has further meant that some level crossings do not provide appropriate warning of approaching trains between these hours.
[9] The use of personal audio equipment can also lead to people making themselves deaf to the outside world.

visually. Crossings with full barriers across the road provide a physical block to those who may not be able to detect warnings. However, there remain several factors that can cause accessibility problems at active level crossings:

69.1. It is not possible to have a kerb that segregates the footway from the carriageway. Only a white line is possible.

69.2. If the visual and audible warning starts, users may panic.

69.3. On curves, the outer rail is raised above the inner rail, to account for the differential between the rail wheels. This means that a level crossing cannot be flat if it is located on a significant curve, resulting in an unavoidable trip hazard.

69.4. Pedestrians may be struck by descending barriers, especially if they have not heard or seen the warning of their descent.

69.5. At half-barrier crossings, pedestrians might approach the railway on the right-hand side of the road, where there is no barrier. This means pedestrians have no physical barrier across their path, although they do still have the benefit of visible and audible warnings.

69.6. Some pedestrians move too slowly to reach the other side of the level crossing before the barrier has descended. If warning times at level crossings are extended to accommodate slower-moving users, misuse by other users may increase by reason of their impatience.

69.7. It is not generally possible to grit level crossings or their approaches to combat snow or ice, even if the surrounding highway network is gritted. This is because of the likelihood of track circuits failing,[10] and the corrosion that can result to rails.[11]

70. In assessing the compliance of a level crossing for pedestrians, Network Rail assumes a walking speed of 1.2m/s. The distance across the level crossing is measured from the ‘decision point’, to a point 2m clear of the furthest running rail. The decision point is 2m from the nearest running rail for footpaths, and 3m for bridleways. Where vulnerable users are identified, the speed of traversing the crossing is reduced. This can mean that level crossings which are compliant for users moving at 1.2m/s are non-compliant for those who move more slowly.

71. Level crossings can cause difficulties for people who move slowly, and are not suitable for users who are unable to see or hear approaching trains or warning devices, as necessary at each crossing. This may mean that some

[10] Track circuits are a way of detecting the presence of a train. When a train is ‘in section’, it completes an electrical circuit between the rails, which allows a current to flow between them.
[11] In some locations, it is possible to isolate track circuits at level crossings, so that salt water will not complete a circuit. Corrosion remains an issue.

users with a disability avoid routes with level crossings, or use them at increased risk over those without such disabilities. Those with mental impairments or young children may also not understand the importance of the decision they are being required to make when crossing the railway.

72. In this Order, we have sought to improve accessibility on our diversionary routes where feasible, and have proposed routes which are free of steps and stiles in the majority of cases. We have discharged our public sector duty at all levels of decision making, and have undertaken a Diversity Impact Assessment Scoping Report for all level crossings in the Order as well as preparing several site specific Diversity Impact Assessments where possible issues have been identified.

Responding to Incidents: Reliability

73. In the event that an asset inspection results in a defect or non-compliance issue arising at a level crossing, there is an additional workload on Section Managers, Section Planners, the Infrastructure Maintenance Engineer and those staff that then carry out any repair works required to bring the level crossing back up to a safe standard.

74. In the event of reported incidents, e.g. a gate left open, it will be for a Mobile Operations Manager to attend a level crossing in the first instance. Attendance times vary based on staff locations and workload. If a crossing user fails to follow the signaller's instructions to call back and declare the line clear after crossing, or if the signaller becomes aware of an incident, trains will be stopped or cautioned[12] until the incident is resolved. In some instances, a train driver will be instructed to shut the gate at a level crossing when he reaches it. The cautioning or stopping of trains impacts on performance and reliability.

75. Figure 7 shows the delay minutes have been attributed to level crossing failures on Anglia route:

[12] i.e. told to proceed at reduced speed.

Delay code and reason	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018 (to end P2)
XD (Level Crossing Incidents)	11,812	13,921	15,897	7,964	12,891	8,532	8,178	14,521	2,769
ID (Level crossing failure)	18,503	14,963	15,687	16,938	16,659	11,781	16,903	13,042	3,240
Total	30,315	28,884	31,584	24,902	29,550	20,313	25,081	27,563	6,009

FIGURE 7: DELAY MINUTES ATTRIBUTABLE TO LEVEL CROSSINGS

Track Maintenance

76. When certain track maintenance operations are performed, it is necessary to remove level crossing decks, and arrange a temporary closure of the level crossing while this is done. Each closure of a public crossing requires an application to the highway authority for a temporary closure and payment of its fee for processing and advertising the order (often £1000 per crossing). It also requires gangs to attend to remove the deck, then to reinstate it after works are completed. This means that railway maintenance interrupts rights of way, impacting local communities. Diversion to grade-separated routes eliminates many of the occasions when temporary closure is required. Whilst bridges still need to be closed occasionally for maintenance or renewal, maintenance of the permanent way does not usually necessitate any interference with grade-separated crossings of the railway.

77. Avoidance of the need to close rights of way and lift crossing decks can lead to the track not being tamped across level crossings. This can impact adversely on ride quality and require speed restrictions. An untamped section of railway may cause a bounce which will create a decreasing ripple effect of wear away from the level crossing due to the train weight not being evenly loaded on the track.

78. Some areas of Anglia route require tamping several times a year, owing to ground conditions.

Installation and Renewal Costs of Assets

79. The table presented in **Appendix D** illustrates the renewal cost of different types of level crossings. It also shows the costs of installing additional warning devices. These are the cost estimates on which Network Rail is basing its CP6 funding application.

80. **Appendix E** quotes real world costs of some common level crossing maintenance items. As each level crossing can be in a different setting and

have different requirements, there is scope for costs to vary considerably. Similarly, the lifetime of the components of a level crossing will vary depending on usage and environmental factors.

81. Where the railway is built at a higher level than the surrounding land, the raised approaches to a vehicular level crossing must be assessed and maintained so that vehicles do not become grounded on the level crossing. As many of these earthworks date from the Victorian era, before the modern understanding of geotechnics was developed, and weather is becoming more extreme, this has the potential to be a worsening problem. An estimate of £10–20k per crossing is not unrealistic where significant earthworks are required.

82. Where the railway is not level with the surrounding land, it is necessary to maintain steps (and sometimes handrails) to allow pedestrians to negotiate embankment or cutting slopes. This furniture is often built of wood and requires regular renewal. A typical crossing with steps can cost almost £20k for renewal (based on Higham level crossing, S23), in addition to all other maintenance costs

83. The future strategy for level crossings, and the desire to reduce risks that cannot be eliminated, will lead to more technology being installed at passive level crossings. This is described in *Transforming Level Crossings 2015–2040* (**NR17**). However, an increased level of warning equipment at level crossings leads to a railway which is more complex—and hence more expensive—to operate and maintain. There will be more signalling equipment to inspect, maintain and renew, and more failure points to investigate and rectify. As level crossings may share some technology, say for train detection, failures may impact on several level crossings simultaneously. Elimination rather than mitigation of the risk remains a preferred solution, in line with the ORR approach set out in **NR14**.

Cost of Incidents at Level Crossings

84. When incidents at level crossings happen, the result can be a fatality, a life-changing injury or trauma. The effect may be limited to road and rail vehicle damage and delayed services.

85. Figure 8 gives some examples of the compensation paid to train operators for delays following incidents that occurred at level crossings.

Crossing	Date	Incident	Cost
Nairns	12/08/2016	Collision with Land Rover	£202,743.17
Hockham Road	10/04/2016	Collision with tractor	£17,503.94
Maltings (St Margaret's)	24/11/2016	No call back following vehicle usage: trains cautioned	£1,437.96
Grimston Lane	10/09/2016	Pedestrian fatality	£3,523.47
Cattishall	24/03/2014	Pedestrian fatality	£30,750.04
Weatherby	06/08/2015	Suicide	£5,172.16

FIGURE 8: COMPENSATION FOR DELAYS PAID FOLLOWING LEVEL CROSSING INCIDENTS

83. The costs above do not include compensation paid to train operators in respect of damage to their rolling stock and other costs incurred. Some examples of such costs are shown in Figure 9. Note that, if the user of a level crossing is found to be at fault, it may be possible for the compensation to be recovered from the user's insurers.

Crossing	Date	Incident	Compensation claimed from Network Rail
Hatson	September 2011	Collision with farm vehicle	£950,653
Oakwood [not Anglia route]	May 2015	Collision with tractor	£118,000
Hockham Road	10/04/2016	Collision with tractor	£1,595,913

FIGURE 9: COMPENSATION FOR DAMAGE SUSTAINED IN LEVEL CROSSING COLLISIONS

Capacity and Network Development

84. Developing the capacity of the railway requires, as a minimum, a suitable and sufficient risk assessment of every level crossing on the affected route under the proposed new conditions. The general effects of increasing the speed and/or frequency of trains are:

84.1. Increased risk of a collision at level crossings;

84.2. Worse consequences in the event of a collision at a level crossing, owing to higher velocity of impact and/or a greater chance of a second train coming;

84.3. Reduction of sighting of approaching trains, reducing the available time to cross;

84.4. A requirement to move existing whistle boards further away, such that they may no longer be effective;

84.5. Longer closure time of crossings to vehicles (public and private) and pedestrians.

84.6. Movement of strike-in points for active level crossings.

85. Mitigation of the additional risks may require upgrades to level crossings. For example, automatic half barrier crossings may be replaced by full barrier crossings with object detection technology. These are a much safer type of crossing as they must be proved clear before a train can proceed across them, but there is a pronounced increase in road closure time, and also operational expense. For example, a typical automatic half barrier (AHB) level crossing may be closed for less than a minute per train, whereas the minimum closure for an object detection level crossing is 3 minutes.

86. Fewer level crossings on a stretch of line means fewer sites requiring risk assessments, and fewer crossings requiring potential upgrades or closures to accommodate enhancements.

87. Document **NR24** is the Anglia Route Study. This is part of the Long Term Planning Process and considers the potential outputs required by the railway network within the Anglia Route, both in CP6, and ahead to 2043.

88. Details on the relevant enhancement schemes that fall within the Suffolk Order area are outlined below.

East West Rail (Central Section)

89. This is a project to establish a railway connecting East Anglia with Central, Southern and Western England to improve journey times and increase capacity for passenger and freight services.

90. The Central Section requires further assessment works for the business case to be developed by Network Rail.

Great Eastern Main Line Enhancements (“Norwich in 90”)

91. There is a desire to increase linespeed on the Great Eastern main line (LTN1) from 100 to 110mph. In the shorter term, more trains will be running from London to Norwich with fewer stops.

Felixstowe to Nuneaton freight corridor

92. There are proposals to increase the number of freight paths through the county. A Transport and Works Act Order is currently progressing to enable double tracking of the Felixstowe branch, to accommodate the growth aspirations of the port and encourage modal shift of freight from the A14 to

the railway. In terms of this Order, this could mean more freight on the LTN1 line between Ipswich and Stowmarket, and the CCH line.

Conclusion

93. This section has demonstrated the benefits of and need for the Order. The proposed scheme can deliver real safety benefits to users, reduce Network Rail's maintenance burden, improve reliability and facilitate future railway enhancement schemes.

94. A successful Order would lead to a rationalisation of the level crossings across the network and allow Network Rail to focus resources on the remaining level crossings. At a time when funding is becoming increasingly difficult to secure, this project can help reduce funding demands to deal with level crossings.

Project Context

95. This section will describe previous initiatives to remove level crossings from the network, and current initiatives to reduce level crossing risk.

96. In Control Period 4 (CP4)[13] from April 2009 to March 2014, Network Rail invested funding and commenced projects that would improve safety at level crossings. This included a focus on closing level crossings as well as asset enhancement schemes, installing technology to assist users in the safe use of level crossings.

97. Closures in CP4 were focused on closing some of the highest risk public right of way crossings through the construction of significant infrastructure, such as bridges and subways. In the case of private level crossings, the release of rights of way across the railway was agreed by negotiation where landowners were willing to agree terms.

98. Network Rail's long term strategy to improve safety at level crossings is outlined in *Transforming Level Crossings 2015–2040* (**NR17**). This strategy has a vision for no accidents at level crossings and emphasises the continuing priority to close level crossings as the most robust form of risk reduction.

99. At the start of CP4, the rail network had around 7500 level crossings. Funding was made available from the ORR to pursue level crossing closures nationally. This project was more successful than initially anticipated, delivering 1070 closures and downgrades within CP4. Nationally, level crossing risk was reduced by 31%, measured by the reduction in FWI (**NR17**).

100. Figure 10 shows the number of level crossings on Anglia route closed or downgraded by year of legal completion, back to the year ending 31 March 1970. As a result of the CP4 funding, it can be seen that the number of closures and downgrades achieved in y/e 2010 and 2011 is much higher than at any time since y/e 1992.[14]

[13] Network Rail receives funding from the Government in 5 year Control Periods. CP4 commenced in April 2009 and ended in March 2014. CP5 started in April 2014 and finishes in March 2019.
[14] An incident where a farmer became grounded across the railway at Nairns level crossing in Scotland in the early 1990s revealed a nationwide issue with the profiles of crossings. This necessitated heavy investment by British Rail to reprofile crossings and/or install telephones to mitigate against the risk of grounding. In view of the cost of remedial works, funding was made available to close private level crossings by negotiation. This explains the spike in the number of closures and downgrades achieved.

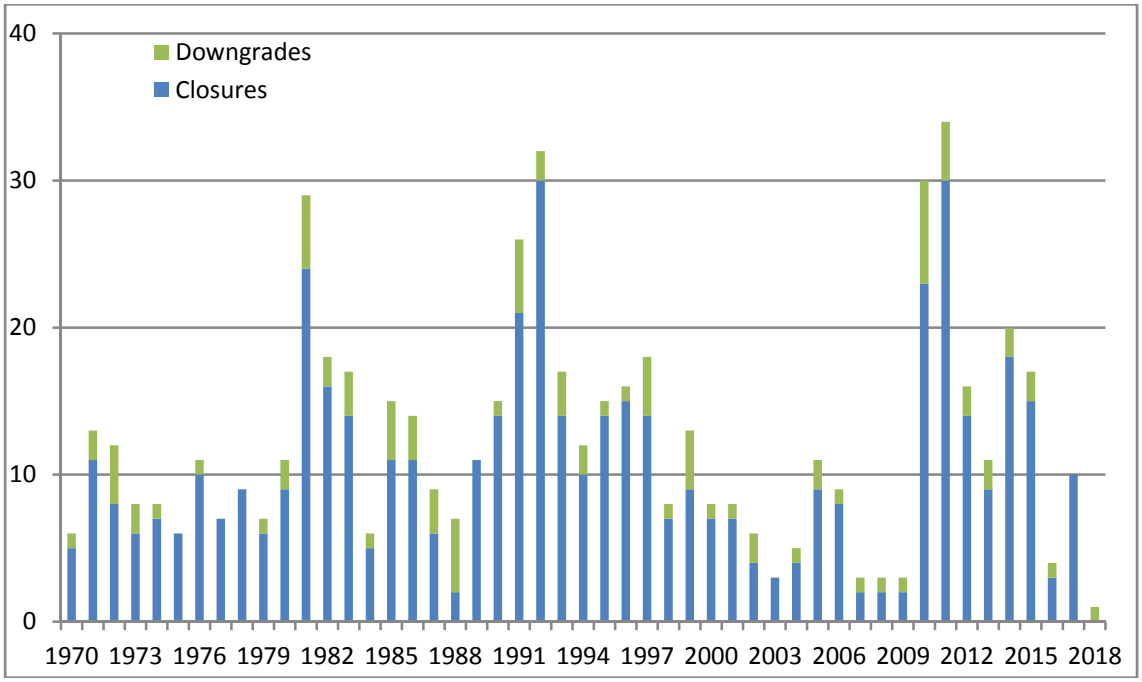


FIGURE 10: LEVEL CROSSINGS CLOSURES/DOWNGRADES ON ANGLIA ROUTE BY YEAR

101. By the beginning of CP5[15] the rail network in Great Britain had 6291 level crossings with a collective FWI of approx. 13 as calculated by the All Level Crossing Risk Model (ALCRM) (**NR17**). Over a third of this level crossing risk sat with Anglia route.

102. At the time of writing,[16] the total level crossing FWI on the network is 11.79, and Anglia route has 25% of this, with FWI of 2.95, despite having just 13% of the crossings.

103. The CP5 strategy on Anglia route for reducing level crossing risk is:

103.1. Close level crossings where reasonably practicable

103.2. Install new equipment at level crossings to reduce risk where closure cannot be achieved

103.3. Proceed with construction of bridges or alternative access routes at identified high risk sites to secure closure and removal of a level crossing.

104. Historically those public level crossings with the highest risk ratings and FWI were selected for closure. This would typically involve construction of bridges and/or significant levels of compensation to third parties.

[15] 01/04/2014–31/03/2019
[16] May 2017

105. On the commencement of CP5 and with a renewed focus on trying to achieve further level crossing closures, Anglia Route considered a new approach to closing level crossings.

106. All level crossings across Anglia Route were assessed using in-house knowledge and put into 5 phases:

106.1. Phase 1 – mainline level crossings that could be diverted and removed through the utilisation of existing nearby infrastructure and those that could be closed or downgraded due to extremely low usage;

106.2. Phase 2 – branch line level crossings that could be diverted and removed through the utilisation of existing nearby infrastructure and those that could be closed or downgraded due to extremely low usage

106.3. Phase 3 – non-vehicular level crossings closure of which requires new infrastructure for an alternative means of crossing the railway;

106.4. Phase 4 – vehicular level crossings requiring diversionary roads to existing infrastructure;

106.5. Phase 5 – vehicular level crossings requiring the construction of a vehicular bridge.

107. This Order progresses level crossings that fall within phases 1, 2 and 4. These phases are being progressed first due to the minimal infrastructure investment required.

108. This phased strategy is further outlined within the Client Requirements Document (**NR18**). This document sets out a high-level strategy for systematically closing level crossings on Anglia route, including initial proposals for each crossing. The strategy was planned to be applied in phases. It also outlines a switch away from utilising the Highways Act to gain the consents needed to close level crossings and instead proposes the use of the Transport and Works Act.

Use of Transport and Works Act Order

109. This section sets out the justification for using Transport and Works Act Orders for level crossing closures.

110. The level crossings closures and downgrades completed in CP4 and CP5 to date have primarily been delivered through negotiation, in respect of private rights, and through Rail Crossing Diversion or Extinguishment Orders under the Highways Act 1980 in respect of public rights. The success of the closure programmes delivered in CP4 and early CP5 has depleted the opportunities for proceeding by negotiation.

111. Network Rail has chosen to apply for a Transport and Works Act Order for the level crossings within this scheme for a number of reasons.

112. In the case of level crossing closures, the Highways Act 1980 includes arrangements under sections 118A and 119A for the stopping up and/or diversion of footpaths and bridleways crossing railways. However these apply *only* where it appears to the relevant council to be expedient in the interests of the safety of members of the public using or likely to use such crossings, and not for wider railway purposes. In the case of the crossings with which this Order is concerned, the justifications for closure relate not only to the safety test as set out in those sections of the Highways Act, but more widely to enable improved efficiency, network reliability, and the potential for capacity or linespeed enhancements.

113. The principle of closing or amending the status of level crossings by means of Transport and Works Act Orders is not new. See for example the Railtrack (Swinedyke Level Crossing) Order 1995 (SI1995/3188), the Network Rail (Seaham Level Crossing) Order 2013 (SI 2013/533), and the Network Rail (Northumberland Park and Coppermill Lane Level Crossing Closure) Order 2017 (SI 2017/257).

114. An Order under the Transport and Works Act provides the means for Network Rail to address comprehensively and holistically the purposes and effects of its national and regional level crossing strategies where multiple closures are proposed and which cannot be achieved through the relevant procedures within the Highways Act. The Highways Act 1980 does not contain any provision for multiple applications for level crossing closures and it is likely that even if the closures and changes to status of crossings could be effected by multiple individual applications under sections 118A and 119A of that Act this would completely overburden a local highway authority and take a considerable time to determine.

115. The Order includes a number of matters (which fall firmly within the ambit of Schedule 1 to the Transport and Works Act) such as, the carrying out of certain Scheduled works, such as bridges over watercourses; the carrying out of surveys and the payment of compensation. A Transport and Works Act Order will grant Network Rail powers to create diversionary rights of way, public or private, on private land, or compulsorily acquire private land to enable closure of private level crossings.[17] It will also allow Network Rail to make alterations to highways on diversionary routes, such as the installation of traffic calming measures or segregated footways.

116. There is also no restriction on the status of level crossing which may be altered. Rail Crossing Diversion and Extinguishment Orders cannot be used

[17] In the past, requests to highway authorities for them to use the compulsory powers vested in them to create diversionary public rights of way have been unsuccessful, even where Network Rail has undertaken to cover the costs.

on cycle tracks, byways open to all traffic or public carriageways. Private level crossings may also be closed.

117. A Transport and Works Act Order also permits the downgrade or upgrade of the status of certain highways and authorises certain public and or private rights over a crossing to be extinguished, where appropriate, in place of outright closure. The Order contains provisions to allow Network Rail to temporarily stop up the highway and for traffic regulation associated with the proposed works and diversionary routes. Furthermore, the repeal of former railway legislation relating to level crossings and the modification of existing statutory regimes and provisions for the protection of statutory undertakers in relation to the works proposed can only be achieved through a Transport and Works Act Order.[18]

Funding

118. The Funding Statement submitted with the application for the Order sets out Network Rail's proposals for funding the cost of implementation (**NR06**)**.** The project has secured funding in CP5 from the Level Crossing Risk Reduction Fund (LCRRF), which was established by the ORR and is overseen by the Safety, Technical and Engineering (STE) directorate in Network Rail, to enable Network Rail to maximise level crossing risk reduction in CP5. The guidelines for the funding outlined that it could be used for crossings that had a high certainty of closure within CP5 and that had an opportunity for closure (**NR19**).

119. The ORR Final Determination for CP5 (**NR15**) specifies that the required output of the LCRRF is (1) to maximise the reduction in the risk of accidents at level crossings, and (2) to enable the closure of level crossings. Network Rail has set a target of a 25% reduction in level crossing FWI against the LCRRF to demonstrate compliance.

120. Further funding in CP5 has been provided by Anglia Route from its signalling budget, which is utilised for asset management purposes, to enable a greater number of level crossing closures and downgrades to be completed in CP5.

121. As part of its application to the ORR for the CP6 funding settlement in December 2017, Anglia route will be seeking funding to implement level crossing closure works for which consent has been obtained in CP5.

122. It is also part of the wider Anglia Level Crossing Reduction Strategy that has seen the deposition of similar Orders for Cambridgeshire, and Essex and Others. The Funding Statement in the Order states that the Suffolk Level Crossing Reduction project has an anticipated final cost of £2.204m (**NR06**).

[18] Although in the case of public rights of way closed by Rail Crossing Orders, the Transport and Works Act grants repeal of any specific legislation requiring a level crossing to be maintained (s. 47(2)).

123. The authorised funds in CP5 and the funds applied for in CP6 will meet the capital cost of implementing the Network Rail (Suffolk Level Crossing Reduction) Order inclusive of compensation.

The Draft Network Rail (Suffolk Level Crossing Reduction) Order

124. This section will provide an overview of the Order being applied for.

125. The level crossings in this Order are located throughout the county. Figure 11 shows the location of each of the level crossings with a black triangle (the black lines are railway lines).

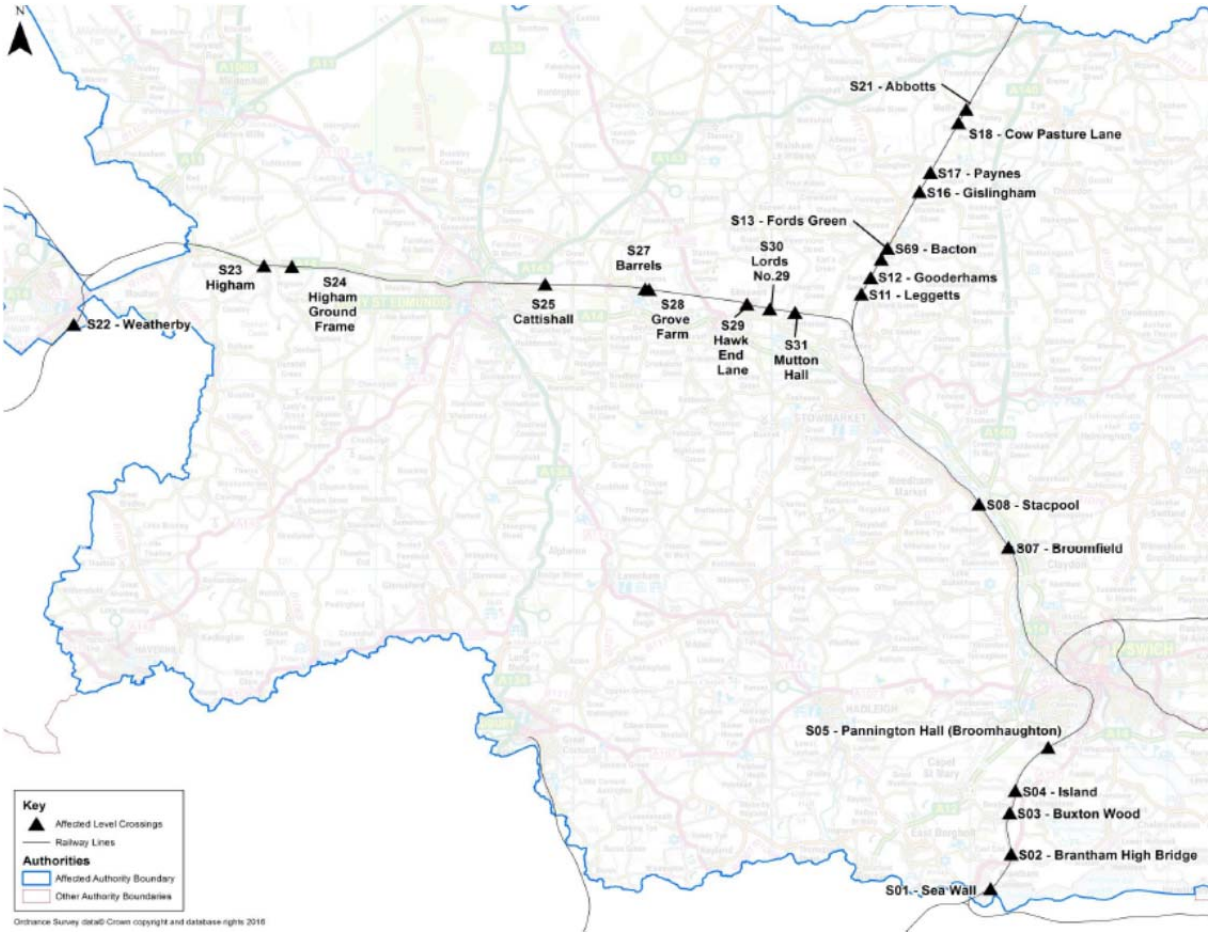


FIGURE 11: SUFFOLK ORDER LEVEL CROSSING LOCATION MAP

126. As described in Schedule 1 of the draft Order (**NR02**), the proposed Order will allow Network Rail to close 23 level crossings and to redesignate the status of 1 level crossing. In connection with these powers, the Order includes powers to Network Rail to undertake the following works:

126.1. Creation of Public Rights of Way (PRoW) as diversionary routes;

126.2. Improvement of existing PRoWs to provide safe and accessible routes;

126.3. Provision of 7 footbridges to carry PRoWs over watercourses;

126.4. Removal of level crossing assets and installation of boundary fencing;

126.5. Provision of steps, mounting blocks, signage and other highway infrastructure.

126.6. Construction of new PRoWs on Network Rail and outside party land;

126.7. Construction of steps to carry pedestrians at three level crossings;

126.8. Construction of gates, signage and fencing as appropriate.

127. The Proposed Order will also permit compulsory acquisition of rights over third party land for the proposed works and ancillary purposes, including worksites; temporary use of land in connection with the authorised project; and the extinction and creation of private rights.

128. The Proposed Order also contains provisions which would authorise the operation and use of the railway; temporary and permanent stopping up of highways; and contains provisions relating to streets.

Development of the Scheme

129. This section describes the evolution of the scheme from conception, through consultation and design, to final proposals. More details on other alternatives considered may be found in the Statement of Consultation (**NR05**).

130. *Governance for Railway Investment Projects (GRIP)* is Network Rail's project management and control process for delivering projects on the operational railway. It is mandatory for all projects. The approach is based on industry-wide best practice. The GRIP stages are:

- GRIP 1: Output definition
- GRIP 2: Pre-feasibility
- GRIP 3: Option selection
- GRIP 4: Single option development
- GRIP 5: Detailed design
- GRIP 6: Construction test & commission
- GRIP 7: Scheme hand back
- GRIP 8: Project close out

131. The sections below outline the development of the project and the output from each GRIP stage.

GRIP 1

132. At GRIP stage 1 in 2015, Network Rail, with the support of design consultants Mott MacDonald, assessed the suitability of each of the level crossings that were initially placed in phases 1, 2 and 4 of the strategy.

133. There were 221 level crossings across multiple counties.

134. As well as providing detailed feasibility reports for each county and all relevant level crossings within it, the following outputs were delivered:

134.1. Site visits undertaken where physically possible;

134.2. General Arrangement plans for each level crossing proposal;

134.3. Initial batch of Stage 1 Road Safety Audits (**NR16**);

134.4. A Diversity Impact Assessment Scoping Report covering all level crossings;

134.5. Anticipated Final Cost estimates for LA, broken down to a cost per level crossing;

134.6. Consultation with strategic stakeholders with a series of workshops across the counties with representation from relevant offices from each County Council;

134.7. Initial series of meetings with wider statutory bodies to outline the scheme and selected level crossings;

134.8. Limited number of landowners consulted;

134.9. Access and User Groups contacted with a questionnaire to gain feedback in regards to the strategy approach;

134.10. Desktop study into bridge structure examination reports held by Network Rail, environmental constraints, OS and Land Registry data.

135. Following the completion of GRIP 1, the County of Norfolk and the branch lines (phase 2) in Suffolk were de-scoped from the project due to the overall estimated cost exceeding available funding. The GRIP 1 estimates were used and those parts of the project that delivered the lowest potential FWI reduction per pound were removed.[19] This resulted in 133 level crossings being progressed into the next GRIP stage, with 34 of those being within the Suffolk Order.

GRIP 2

136. In April 2016 Network Rail and our selected design consultants continued the development of the level crossing proposals.

137. In preparation for the informal rounds of public consultation, the following activities were carried out:

137.1. Usage data were collected for each crossing;

137.2. Consultation with County Councils continued and comments were considered in the plans for each level crossing;

137.3. Environmental surveys/appraisals were undertaken on the multiple diversion routes and work areas;

137.4. A further round of Stage 1 Road Safety Audits was carried out (**NR16**);

137.5. Road traffic counts and surveys on any diversion routes next to roads;

[19] Network Rail intends to revisit these proposals when future funding or network development permits.

137.6. Drafting of Diversity Impact Assessment reports for those crossings identified as having a potential significant impact on users with protected characteristics;

137.7. Consultation with all landowners that have land directly affected by diverted rights of way or that have rights affected at private level crossings.

GRIP 3

138. Information obtained through GRIP 1 and 2 was used to prepare for the first round of public consultations in June 2016. A total of 12 exhibition venues were chosen with representation from Network Rail, its key contractors and technical leads. The venues chosen were accessible and generally located a maximum of 10 miles from any of the level crossings being consulted upon.

139. The relevant consultation event was advertised at every level crossing, together with a link to the project website.

140. Each exhibition event provided summary boards and route maps, as well as detailed site plans displaying the various diversion routes for each site. Where multiple diversion routes were available for a particular level crossing, colour coding was used to show the options.

141. County, District, and Parish/Town Councils were invited to attend the events an hour before they opened to the public. The plans for each event went live on the website on the morning of each consultation event.

142. Questionnaire responses were invited from those that attended the events. The details on display at the event were also made available online, and questionnaires could be electronically submitted regardless of whether one attended an event.

143. 284 questionnaire responses were received. These, along with other letters, email sand telephone calls, were used in refining the options.

144. Follow up workshops were subsequently held with the County and District Councils to review the responses received.

145. Along with the considered consultation responses other factors including engineering constraints, costs, environmental impact, user safety, landowner impacts and constructability were all considered in an internal workshop. The information was summarised on Assessment Summary Tables (ASTs) and in the majority of cases a single preferred option was selected.

146. The second round of public consultation commenced in September 2016 and included the previous 12 venues with one extra venue in Thurrock to improve the distance and spread of level crossings from their respective venue.

147. A further 254 questionnaire responses were received, which again were reviewed with the County and District Councils.

148. A second round of internal workshops was held and a preferred option was selected for each level crossing.

149. A third round of information was released to the public on those crossings that had seen significant changes from what had been presented at the round 2 consultation events.

150. Consultation with private landowners affected directly or indirectly by the plans continued through to deposition.

151. 10 crossings were de-scoped from the project prior to deposition of the Suffolk Level Crossing Reduction Order due to consultation feedback, the cost associated with the individual closures, or other reasons.

152. The Order was deposited on 24 March 2017 requesting powers to implement changes at 24 crossings. The consultation described above, and as required by the 2006 Rules is further described in the Statement of Consultation (**NR05**) submitted as part of the application for the Order.

Environmental Statement

153. No Environmental Statement was required, following a decision from the Secretary of State (**NR11**).

Planning Permission

154. A request to the Secretary of State for deemed planning permission for the Scheduled works accompanied the application for this Order, including details for the bridges to be constructed over watercourses. Initial high level conversations have been held with the highway authority regarding the typical design for bridges.

155. Prior to the public inquiry Network Rail will discuss with the local planning authorities and seek to agree the form of the draft planning conditions submitted with the request for deemed planning permission.

Land and Property

156. Land and property will be used in the following ways:

156.1. temporary access over land;

156.2. temporary occupation of land and property;

156.3. permanent acquisition of rights over land.

157. All of the areas of land and property rights sought in the draft Order are necessary to implement the Order scheme and/or to maintain access to the operational railway when the right of way to it is extinguished. No rights will be acquired either permanently or temporarily unless required for these purposes.

158. Network Rail is seeking to acquire the necessary rights by negotiation. All references to Plots are to be read in conjunction with the Order Plans that accompanied the draft Order (**NR08**).

Temporary Access

159. Powers of temporary access or occupation are required in relation to land which is needed for construction and access purposes, but which is not required for the future operation or maintenance of the scheme.

Existing Compensation Code

160. Those who have land or an interest in land acquired from them temporarily will be entitled to compensation. The Order applies Part 1 of the Compulsory Purchase Act 1965 which, through its application, has the effect of requiring Network Rail to pay compensation to qualifying parties under what is known as the Statutory Compensation Code (the Code).

161. The Code as it now stands is an amalgamation of numerous Acts of Parliament and legal precedents that have evolved over 150 years.

162. Landowners whose land will become subject to new public rights of way will be entitled to compensation in line with that payable under s. 28 Highways Act 1980.

Objections and Representations

Objection Period

163. After the Order application was submitted, the Department for Transport invited objections and representations. The period for this was 42 days from the application date.

164. During that objection period, 62 objections, 3 representations and 3 letters of support were received.

In Principle Objections to the Order

165. There have been a number of objections which raise general concerns in relation to the proposed closures of level crossings in Suffolk.

166. The Ramblers (OBJ/36) make a number of crossing specific representations as well as general objections to the Order. They state that in places the proposed closures stand to sever the path network and provide unacceptable alternatives. They question the adequacy of alternative routes and the need for the closure of crossings. They also object to the diversion of pedestrian safety risk from rail to road. The improvements to the safety of users are considered elsewhere in this Statement of Case Road Safety Audits have been undertaken (**NR16**) and, where appropriate, Network Rail is seeking powers to alter the layout of the roads concerned, carry out other street works and/or to regulate traffic. Network Rail is satisfied that the diversionary routes proposed are suitable and convenient. The Ramblers also object to the use of the TWA procedure for the closures (as does OBJ/1), the justification for which is dealt with elsewhere in this Statement of Case. The Ramblers also object that notification was inadequate. Network Rail followed the correct notification procedure under the 2006 Rules.

167. Suffolk Local Access Forum (SLAF) (OBJ/23) makes a number of crossing specific objections as well as a number of general objections to the Order. They state that little attention has been paid by Network Rail to those who participated in Phase 1 and Phase 2 consultations, including Suffolk County Council. Network Rail's consultation is described elsewhere in this Statement of Case. It complied with the legislative requirements of the 2006 Rules and took account of feedback from a variety of interested parties, including the highway authority. SLAF also raise issues with some of the proposed alternative routes, on the basis that they use narrow country roads with overgrown verges, which may contain drainage grips, poor visibility on bends and narrow bridges over the railway. The diversions proposed for specific crossings are addressed below, but Network Rail would emphasise that all diversions must be completed to the reasonable satisfaction of the highway authority. They also object to use of a 1.8m high chain link fence where it is proposed, as visually intrusive in a rural setting, and suggest that a more

traditional 1.35m post and wire fence would be better. Network Rail is required, under the Railway Safety (Miscellaneous Provisions) Regulations 1997, to prevent unauthorised access to its infrastructure so far as is reasonably practicable. A 1.35m post and wire fence will not generally be appropriate in locations where the public have access to the railway boundary, especially where they have previously crossed the railway and it is necessary to emphasise that the level crossing has now closed.

168. Suffolk County Council (SCC) (OBJ/29) makes a number of crossing specific objections as well as representations regarding the effects of the Order on the Definitive Map and Statement requesting modification of the Order to include Ordnance Survey grid references. The Council intends to seek a commuted sum to offset future maintenance costs of the new network.. Network Rail will continue to work with the Council to agree details of designs of PRoWs and road safety improvements, and commuted sums in recognition of the maintenance cost of new or altered highways which would be transferred to the highway authority once completed.

169. The Environment Agency (OBJ/51) was concerned about the content and scope of the protective provisions in the draft Order for the protection of drainage authorities and the Environment Agency. It is concerned that some works are proposed within flood plains and may affect flood flow routes or result in the loss of floodplain. Network Rail will consult the Environment Agency to better understand its concerns about the proposed protective provisions, noting that the form in which they are expressed in the draft order has recent precedent in other legislation.

170. The NFU (OBJ/32) has objected generally to the proposals on grounds of potential impacts on access to land and implications for farming businesses. It is also concerned about the increase of the length of the diversions. Where Network Rail is proposing an alternative route on farmland, it is considered that the route is required, suitable and convenient. Network Rail will continue to engage with affected landowners to discuss how their concerns can be mitigated. It has also questioned the use of the procedure under the TWA which is addressed elsewhere in this Statement of Case.

171. The Royal Mail (OBJ/52) make a general objection that they think that the proposals may impact on their statutory duties, but add that they cannot determine at this stage what impact there will be. They also list a number of sites where they are concerned about temporary stopping up of roads during the construction period. Network Rail will engage with Royal Mail to discuss their concerns.

Representations in Relation to the Order

172. REP/1 (Essex and Suffolk Water) does not object to the Order provided that its infrastructure is protected, in particular a group of mains it considers to be

affected by the proposed works. Network Rail will continue to liaise with Essex and Suffolk Water regarding the matters set out in its representation.

173. REP/2 (Tarmac Aggregates Ltd) made reference to crossing S08 only.

174. REP/3 (Historic England) states that there would be no impact upon any highly graded designated heritage asset (scheduled monuments, grade I or II* listed buildings or grade I or II* registered parks and gardens) and does not object to the proposed closures or downgrading of footpaths, but recommends that Network Rail consult with the relevant local authority officers in respect of impact upon grade II listed buildings, non-designated heritage and historic landscape, and non-designated archaeology.

Support for the Order

175. SUPP/1 (Lorna Lowe) supports the closure of the crossings, especially those without a signal to warn people of an approaching train.

Level Crossings Affected by the Order

176. Descriptions of the existing crossings and the public rights of way and private rights associated with them together with the changes proposed by Network Rail were described in the Design Guide submitted alongside the application documents (**NR12**). Plans showing the existing routes and proposed changes were included at Part 4 of Volume 2 to the Design Guide, the relevant extract of which is included at **Appendix F** to this Statement of Case.

177. Road Safety Audits are presented in document **NR16**.

178. Summaries of the censuses of usage undertaken are presented in document **NR25**.

S01 – Sea Wall

Location

This footpath crossing is located in Brantham Parish and has a post code CO11 1NL. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1), 60 miles 46 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on sheets 36, 37 and 38 of the deposited plans.

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 20, 22, 23, 24, 24A, 24B, 24C, 25, 29, 30, 31 and 32

(b) Powers Limited to Rights: 16, 18, 28 and 33

(c) Powers Limited to Extinguishment of Rights: 21

all in the Parish of Brantham

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). As the railway is on an embankment, steps up to the crossing are provided. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross.

The ALCRM score of the level crossing is C5.

A 24-hour, 9-day camera census was undertaken in January 2017 (which had notably good weather). This recorded 7 users per day.

Whilst sighting of approaching trains is sufficient, this can be impacted by overgrown vegetation and/or mist. Therefore an additional warning of approaching trains is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the Night Time Quiet Period (NTQP), during which train drivers are not allowed to sound their horns.

The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the level crossing will be extinguished.

Alternative/diversion provided for in the Order

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP13 Brantham would be diverted onto a new footpath, approximately 700m in length, on the south east side of the railway connecting to FP12 Brantham. Users would then use the existing overbridge to cross the railway to connect onto RB14 Brantham.[20] This new footpath would be 2m wide and unsurfaced. A timber footbridge would be provided at the diversion of FP13 Brantham to allow users to cross a ditch and connect to the new footpath. A second timber footbridge (up to 5m in length) would also be required along the new footpath to allow users to cross a drainage ditch. FP13 on the north side of the railway leading from RB14 Brantham to Sea Wall level crossing would be extinguished (approximately 300m in length). Approximately 300m of FP13 Brantham heading south from Sea Wall level crossing would also be extinguished.

The diversion route adds up to an additional approximate 400m to the route

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are 23, 24, 24B, 24C and 31

Specific considerations

The maintenance of sighting at this crossing requires significant vegetation management. This crossing has previously been closed temporarily for an extended period owing to insufficient sighting.

The height of the railway embankment requires significant furniture to be maintained at the level crossing, and is a barrier to usage by people with reduced mobility.

There are aspirations to run some additional train services on this line between London and Norwich, and longer term aspirations to increase the linespeed from 100 to 110mph.

Greater Anglia is constructing a depot on land immediately north of this level crossing. Whilst this may not result in additional train movements over the level

[20] Restricted byway

crossing, the noise of standing trains and works might distract users of the level crossing.

Relevant objections

There have been seven objections to the proposed closure of this level crossing: The objectors are OBJ/7 (Roger Wolfe), OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum), OBJ/29 (G Dobson on behalf of Suffolk County Council), OBJ/36 (E Suggett on behalf of the Ramblers' Association), OBJ/44 (Ed Keeble on behalf of John R Keeble & Son Limited), OBJ/49 (Cllr Joop van der Toorn) and OBJ/54 (Gillian Forsyth)

Nature of the objections

OBJ/7 does not object to the closure of the level crossing but objects that the alternative route provided is not adequate. OBJ/29 also objects to the adequacy of the alternative route. Network Rail considers that the alternative route is suitable and convenient. OBJ/23 considers that the alternative route is acceptable but objects to the extinguishment of existing footpath along the sea wall. OBJ/7, OBJ/29, OBJ/54 and OBJ/36 also object to the extinguishment of the existing footpath along the sea wall.

OBJ/44 has some concerns about agricultural security along the proposed new footpath.

Following feedback from earlier proposals, Network Rail chose the proposed alternative route (and closure of the cul-de-sac path on the sea wall that would remain) to avoid a route adjacent to the Stour and Orwell Estuaries, which are designated as a SSSI, a Special Protection Area, and a Ramsar Wetland of International Significance. Network Rail considers that the alternative route is suitable and convenient.

OBJ/49 objects that notice and consultation were inadequate. Network Rail complied with the relevant legislative requirements of the 2006 Rules in relation to giving notice of the application and objection period. Network Rail will liaise with Brantham Parish Council to discuss their concerns in relation to the temporary closure of Rectory Lane/BR015; this will only be required while connections to the new PRoW will be provided, so is not expected to cause significant disruption.

S02 – Brantham High Bridge

Location

This footpath crossing is located in Brantham Parish and has a post code CO11 1PL. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 61 miles 74 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 35 of the deposited plans.

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 02, 03, 04, 05, 06, 09, 10, 12 and 14

(b) Powers Limited to Rights: 01 and 13

(c) Powers Limited to Extinguishment of Rights: 11.

all in the parish of Brantham.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway is on an embankment and there are several steps on the upside of the line. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph. The level crossing has insufficient sighting and warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP.

The level crossing has a current ALCRM score of M13, as it is closed under a Temporary Traffic Regulation Order. Before this closure, the ALCRM score was C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. Two users were recorded, both of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

FP06 Branham would be extinguished over crossing along with a short length of this path to the west of railway.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing. FP06 Brantham would be diverted onto a new 2m wide footpath along an existing road (Jimmy's Lane), approximately 200m in length, heading south to connect to Ipswich Road. The section of FP06 Brantham that runs east of the woodland up to the level crossing would be extinguished. Users would then use existing footway on Ipswich Road, heading east to cross the railway via the existing footbridge adjacent to the road bridge on Ipswich Road. Users would then be diverted north by using an existing private road (The Street), that lies to the west of Hill Farm. A new footbridge (up to 5m long) would be provided for users to cross from the existing private road into a field to the west, whence the new footpath would continue north as a 2m wide unsurfaced path along the field margin. This new footpath would connect into existing FP06 Brantham to the east of the railway. A short section of asphalt footway approximately 80m long would be provided within the highway verge along the A137 to link the northern end of FP06 Brantham to FP001 Bentley (that heads northwest) and FP034 Tattingstone (that heads east).

The proposed diversion route adds approximately 450m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 01, 05, 06, 09 and 13

Specific considerations

This level crossing has been closed under a Temporary Traffic Regulation Order since September 2016. This is due to the risk of a train passing the crossing masking the sound of a second train approaching the crossing from the opposite direction, with the result that a user might step into the path of the second train after the first has cleared the crossing.

Relevant objections

There have been seven objections to the proposed closure of this level crossing. The objectors are OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum), OBJ/29 (G Dobson on behalf of Suffolk County Council), OBJ/36 (E Suggett on behalf of the Ramblers' Association), OBJ/44 (Ed Keeble on behalf of John R Keeble & Son Limited), OBJ/52 (BNP Paribas on behalf of Royal Mail Group), OBJ/54 (Gillian Forsyth) and OBJ/62 (Anthony Taylor)

Nature of objections

OBJ/23 and OBJ/29 seek information on the adequacy of the alternative route provided over private land. OBJ/36 and OBJ/54 object to a loss of amenity to walkers. OBJ/23 supports the linking path footpath alongside the A137 to Brantham Bridge. Obj/29 notes that the proposed footpath link on the A137 will require the agreement of Suffolk Highways and will have to meet any specifications they may require. The Ramblers (OBJ/36) object to the adequacy of the alternative route provided but recognise the improvements made to the proposals during the consultation process and the provision of new useful links in the PRoW network.

OBJ/44 objects that the footpath diversions may result in a risk to agricultural security on their land. OBJ/62 also objects to the impact of the diversion route on their land and has concerns about the adequacy of consultation. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules. Network Rail will continue to engage with affected landowners to discuss their concerns.

Network Rail considers that the proposed route is required, suitable and convenient. Network Rail will continue to work with the Council to agree details of designs of PRoWs, and notes that diversion within the public highway must be constructed and completed to the reasonable satisfaction of the local highway authority.

The Royal Mail Group (OBJ/52) has concerns about the proposed temporary stopping up of the A137. Network Rail will engage with Royal Mail to discuss their concerns. Network Rail may require a temporary single lane closure during its works but does not envisage closing the road completely at any time.

S03 – Buxton Wood

Location

This footpath crossing is located in Bentley Parish and has a post code IP9 2DB. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 63 miles 24 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 33 and 34 of the deposited plans.

Affected land

The parcels of land affected are as follows:

(a) Powers Limited to Temporary Use of Land: 11, 12,13,15,16 and 17

(b) Powers Limited to Extinguishment of Rights: 14

all in the parish of Bentley.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C7.

A 9 day camera census was undertaken between 24 September 2016 and 2 October 2016 with survey hours 00:00 to 24:00. 11 adult pedestrians were recorded, with no visible disabilities.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the level crossing will be extinguished.

Order Proposal

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

The entirety of FP22 Bentley lying to the west of Buxton Wood level crossing and leading up to FP21 Bentley (approximately 450m) would be extinguished. Users would be required to use existing FP21 Bentley up to Falstaff level crossing to cross the railway. Users would then continue east on FP19 Bentley or head south via a new footpath. The new footpath would be 2m wide and unsurfaced (approximately 550m in length) and connect to existing FP22 Bentley to the east of Buxton Wood level crossing.

The proposed diversion route adds approximately 220 m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 17.

Relevant objections

There has been one objection to the proposed closure of this level crossing, OBJ/60 (Birketts LLP on behalf of David Caldwell of Rookery Farm).

Nature of the objections

OBJ/60 objects to the use of their land for the new footpath and has concerns about the adequacy of consultation. Network Rail consulted on the proposals in accordance with the 2006 Rules and has taken into account the responses received in deciding to proceed with the proposed Order. Network Rail considers that the alternative route is required, suitable and convenient, and will engage with the landowner to discuss how the concerns raised in his objection, relating to the proposed diversionary route, can be addressed or mitigated.

S04 – Island

Location

This footpath crossing is located in Bentley Parish and has a post code IP9 2LP. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 64 miles 4 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 32 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 03, 04 05, 06, 08 and 09

(b) Powers Limited to Extinguishment of Rights: 10

all in the parish of Bentley.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway is in a cutting and steps are provided for users to reach track level. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph. Warning of an approaching train is given by whistle boards. Whistle boards are only effective between the hours of 0600–2359 because of the NTQP. Covtec equipment is also installed at the crossing, which provides warning of approaching trains, 24 hours a day, albeit it is not 100% reliable.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 37 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

The public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP18 Bentley to the west of the railway would be diverted onto a new 2m wide, unsurfaced footpath (approximately 500m in length) heading north parallel to the railway connecting onto the existing highway. Users would make use of the existing footway, heading east over Bentley Bridge to cross the railway. To the east of the railway, users would be diverted onto a new 2m wide unsurfaced footpath approximately 290m in length, heading south to connect to existing FP18 Bentley. It would be necessary to use the private field margin to complete the last 50m section of the footpath to the existing level crossing.

The proposed diversion route adds approximately 440m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 03, 05, 06 and 08

Relevant objections

There have been four objections to the proposed closure of this level crossing. The objectors are OBJ/6 (W King); OBJ/21 (Thomas Hill QC); and OBJ/23 (Barry Hill on behalf of the Suffolk Local Access Forum) and OBJ/52 (BNP Paribas on behalf of Royal Mail Group).

Nature of the objections

OBJ/6 objects to the closure of the crossing. Network Rail addresses the general case for closure earlier in this Statement of Case.

OBJ/21 supports the principle of the crossing closure but objects to an element of the alternative route to be provided. Network Rail considers that the proposed route is suitable and convenient.

OBJ/23 objects that the proposed diversion of the existing road bridge is inadequate for pedestrians. Network Rail considers that the proposed route is suitable and convenient. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road and the diversion must be constructed and completed to the reasonable satisfaction of the local highway authority

The Royal Mail Group (OBJ/52) has concerns about the temporary stopping up of Church Road/Bentley Bridge. Network Rail will engage with Royal Mail to discuss their concerns. It may be necessary to reduce the road to single file traffic flows whilst the new PRoW is being created. It is not envisaged that there would be a full road closure at any time.

S05 – Pannington Hall

Location

This footpath crossing is located in Wherstead Parish and has a post code IP9 2AR. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 65 miles 69 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 30 and 31 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 15 and 16

(b) Powers Limited to Rights: 01

(c) Powers Limited to Extinguishment of Rights: 14

all in the parish of Wherstead.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway is in a cutting and steps are provided to enable users to reach track level. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph. Covtec equipment is also installed at the crossing, which provides warning of approaching trains, 24 hours a day, albeit it is not 100% reliable.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 22 pedestrian users were recorded, of whom two were unaccompanied children and the remainder were adults.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the level crossing will be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP34 Wherstead would be extinguished on both the north and south sides of the railway (approximately 675m in length). South of the railway, users who would have used FP34 Wherstead to head north towards Pannington Hall (Broomhaughton) level crossing would be diverted northwest via a new 2m wide unsurfaced footpath approximately 500m in length. A timber footbridge (up to 5m in length) would be required to cross a drainage ditch along the route of the new footpath. Users would either continue west onto BR29 Wherstead or make use of a further new 2m wide unsurfaced footpath, approximately 550m in length, to connect to the existing road bridge, which is where users would cross the railway. On the north east side of the railway bridge, a new 2m wide unsurfaced footpath (approximately 100m in length) would be created to connect on to existing FP33 Wherstead.

The proposed diversion route adds approximately 480m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 03, 04, 05, 06, 07, 09, 11 and 12

Relevant objections

There have been five objections to the proposed closure of this level crossing. The objectors are OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/36 (E Suggett on behalf of the Ramblers' Association); OBJ/52 (BNP Paribas on behalf of Royal Mail Group); and OBJ/56 (Simon Aldous on behalf of Pannington Hall Estate).

Nature of the objections

OBJ/23 and OBJ/36 object to the adequacy of the alternative route. In particular, OBJ/23 accepts the proposals but objects to the safety of the use of the public highway. OBJ/23 and OBJ/29 also object that the new footpath should be designated as a bridleway.

OBJ/56 objects to an element of the use of their land for the creation of the new footpath.

Network Rail considers that the alternative route is required, suitable and convenient. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road and any diversion on the highway must be completed to the reasonable satisfaction of the local highway authority. Network Rail does not consider it is necessary or appropriate to replace the footpaths which are affected by the Proposed Order with a bridleway in this location. Network Rail will continue to engage with affected landowners to discuss their concerns.

The Royal Mail Group (OBJ/52) has concerns about the temporary stopping up of The Street. Network Rail will engage with Royal Mail to discuss their concerns. In order to carry out some of the vegetation management and verge clearance it may be necessary to have a lane closure and reduce the road to single file traffic flows for a temporary period. It is not envisaged that the road would be fully closed at any time.

S07 – Broomfield

Location

This footpath crossing is located in Barham Parish and has a post code IP6 0NJ. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 74 miles 14 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 28 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 03, 05, 06, 08, 09 11, 12, 13 and 14

(b) Powers Limited to Rights: 01A, 02 and 07

(c) Powers Limited to Extinguishment of Rights: 04

all in the parish of Barham.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph. There is also a third line, which is the shunt neck of an adjacent freight yard, temporarily taken out of use to shorten the level crossing length and make the level crossing compliant for crossing time.

The level crossing has an ALCRM score of C5. Between March 2013 and February 2017 there was one near miss and one instance of misuse recorded at the crossing.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 141 pedestrian users were recorded, of whom eight were accompanied children, eleven were unaccompanied children and the remainder were adults. Eight bicycles were recorded as being walked over the crossing.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the level crossing will be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

To the west of the railway, users of FP12 Barham who currently use the level crossing would be diverted east onto a new 2m wide footpath (approximately 175m in length) set slightly north of existing riverside portion of FP12 Barham. The new route would join the existing FP12 where it crosses the railway beneath the underbridge. FP12 Barham would be extinguished on the west side of the railway between the level crossing and the underbridge (approximately 445m in length).

Users would use the existing underbridge approximately 320m south of Broomfield level crossing to cross the railway heading east. Users would then continue north east along FP11 to connect into a new 2m wide footpath on an existing private track (approximately 280m in length). This new footpath would connect into existing FP12 Barham east of the railway.

The proposed diversion adds approximately 124m to the route.

Land permanently affected by proposals

The parcels of land affected by the proposed diversion and associated works are: 01, 08, 11, 12 and 13

Specific considerations

This level crossing crosses three lines of rails. The third is a shunt neck for the freight yard and this has been temporarily taken out of use. The crossing is compliant with safety standards with two tracks operational, but would not be compliant with safety standards if the 3 tracks remained operational.

Relevant objection

One objection has been received in relation to this crossing, this being OBJ/36 (E Suggett on behalf of the Ramblers' Association).

Nature of the objection

The Ramblers (OBJ/36) objects that the alternative route is less convenient than the existing route but do acknowledge that the re-siting of the path onto drier ground is a benefit and there is merit in retaining the apparent cul-de-sac section east of the railway crossing, as there is a track to the bridge. Network Rail considers that the alternative route is suitable and convenient.

S08 – Stacpool

Location

This footpath crossing is located in Needham Market Parish and has a post code IP6 8LJ. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 75 miles 70 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 27 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 04, 06, 07, 09 and 10

(b) Powers Limited to Rights: 01, 02, 03, 05 and 11

(c) Powers Limited to Extinguishment of rights: 08

all in the parish of Needham Market.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C5.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 39 pedestrian users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

The existing public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

Users of FP33 Needham Market heading west towards the railway would be diverted onto a new 2m wide unsurfaced footpath running parallel to the railway. This new footpath would be approximately 400m in length and head northwest to connect into existing FP31 Needham Market. Users would make use of the existing overbridge approximately 400m north of the Stacpool level crossing. The existing footpath to the west and leading up to Stacpool level crossing would be extinguished (approximately 100m in length).

The proposed diversion route adds approximately 840m to the route.

Land permanently affected by proposals

The parcels of land affected by the proposed diversion and associated works are: 04 and 06

Specific considerations

The proposed diversionary route involves use of an overbridge approximately 400m north of the crossing. That overbridge is currently used by vehicles associated with the Tarmac gravel extraction site. By the time of implementation of this proposal, it is anticipated that gravel extraction, and its associated intensive vehicular movements, will have ceased.

Relevant objections

There have been two objections to the proposed closure of this level crossing. The objectors are OBJ/34 (G Crosby) and OBJ/36 (E Suggett on behalf of the Ramblers)

Nature of the objections

OBJ/34 objects to the diversionary route as it poses highway safety risks to pedestrians. Network Rail has undertaken a Road Safety Audit for pedestrians approaching along Lower Street from the north, but this objector identified that users of the footpath park in a layby on Lower Street south of FP33, and if they walk along Lower Street, he alleges that they will be exposed to additional risk. Network Rail will engage with the objector and the highway authority to understand the scale of the potential issue and options for mitigating any highway safety issues.

Representations

REP/2 (Tarmac Trading) does not object to the proposals in respect of this crossing. It made the following observations: (1) additional signage may be needed for footpath users over the railway bridge to ensure that they are aware the railway bridge will be used by vehicles, and (2) an underground LV power line is shortly to be installed parallel to the railway line and close to the route of the footpath (Plot 06) therefore any supports for fencing should avoid the power cable. Network Rail will have regard to the matters raised by Tarmac Trading during the detail design of the proposed works at this location.

S11 – Leggetts

Location

This vehicular and footpath crossing is located in Old Newton with Dagworth Parish and has a post code IP14 4EY. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 84 miles 27 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 16 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 03 and 04

(b) Powers Limited to Extinguishment of Rights: 02;

all in the Parish of Bacton

(a) Powers Limited to Temporary Use of Land: 03 and 04

(b) Powers Limited to Rights: 01 and 02;

all in the Parish of Haughley

(a) Powers Limited to Temporary Use of Land: 01,02, 04, 05 and 06

(b) Powers Limited to Rights: 07

(c) Powers Limited to Extinguishment of Rights: 03;

all in the Parish of Old Newton and Dagworth

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C7.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. No users were recorded.

Rights affected

There are no private rights of way at this level crossing.

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

The entirety of FP12 Haughley and FP06 Old Newton with Dagworth (approximately 300m in length) would be extinguished. Users on the west of the railway would be diverted south towards Wassicks Lane, along RB13 Haughley. Users would cross the railway using Wassicks level crossing, which is an automatic half barrier level crossing with ALCRM score C4, located approximately 580m south of Leggetts crossing. After crossing the railway, users would head north along the east side of the railway via FP48 Haughley and FP61 Old Newton with Dagworth. These footpaths join FP33 Bacton which heads east from the railway.

The proposed diversion route adds approximately 900m to the route.

Land permanently affected by the proposals

None

Relevant objection

One objection has been received in relation to this crossing, being OBJ/36 (E Suggett on behalf of the Ramblers' Association).

Nature of the objection

OBJ/36 objects to the closure of the crossing due to a loss of amenity to walkers and object that the crossing is safe and therefore closure is not justified. Network Rail considers that the alternative route is suitable and convenient. Network Rail addresses the need to close the crossing and safety issues at level crossings earlier in this Statement of Case.

Support for the order

SUPP/3 (Old Newton with Dagworth & Gipping Parish Council). No objection to the rerouting of the single footpath affecting the parish. No parishioner comments were received either supporting or opposing the proposals.

S12 – Gooderhams

Location

This footpath crossing is located in Bacton Parish and has a post code IP14 4HH. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 84 miles 77 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 17 and 18 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Rights: 06 and 07

(b) Powers Limited to Extinguishment of Rights: 05

all in the parish of Bacton.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph. There is an adjacent vehicular crossing (UWCT) (ALCRM score C5) which would not be affected by the Order.

The level crossing has an ALCRM score of C7.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. Eight users were recorded, all of whom were adult pedestrians.

Rights affected

Private rights of way over the crossing are to be retained.

The public footpath rights would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP19 Bacton would be extinguished on both the west and east sides of the railway approximately 1.08 km in length. Consequently, users on the west of the railway would be diverted north east along existing FP18 Bacton (approximately 1.08 km in length). Users would use the existing Cow Creek level crossing, located approximately 530m northeast of Gooderhams crossing, and continue east along the existing footpath on Kerrys Farm Lane to join the existing carriageway.

The proposed diversion route adds approximately 800m to the route.

Land permanently affected by the proposals

None

Specific considerations

FP19 Bacton is a cul-de-sac on the definitive map. There is no link to other highways on the east side of the railway.

Relevant objections

There have been three objections to the proposed closure of this level crossing: OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/25 (Ben Crossman on behalf of Orwell Settlement Trustees); and OBJ/26 (E, M and P Baker)

Nature of the objections

OBJ/23 does not object to the closure but asks that the replacement of the stiles at Cow Creek level crossing with kissing gates be considered, in view of the intensification of usage. As the current public footpath at the level crossing to be closed has stiles, Network Rail's view is that the diversionary route via Cow Creek is suitable and convenient for existing users.

OBJ/25 objects to the creation of a new footpath on its land. No new rights are being created as part of this proposal.

OBJ/26 objects on the basis of reduced access and the effect this may have on their farming business. The rights for private vehicles to cross the railway are unaffected by this proposal. They also object on the basis of a potential reduction in agricultural security. The extinguishment of a public right of way will lead to improved agricultural security at this location. Network Rail considers that the alternative route is suitable and convenient and will continue to engage with the landowners to discuss their concerns.

S13 – Fords Green

Location

This footpath crossing is located in Bacton Parish and has a post code IP14 4HN. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 85 miles 51 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 19 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 10, 11, 12, 14, 15 and 17

(b) Powers Limited to Rights: 08

(c) Powers Limited to Extinguishment of Rights: 13

all in the parish of Bacton.

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C9. One instance of misuse was recorded at the crossing in March 2008.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. Six users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

The public footpath at this level crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

On the west side of the railway line, users would be diverted either north along FP14 Bacton, or south along a new 2m wide unsurfaced public footpath in the field margin which runs parallel with and adjacent to the railway. The new footpath would be approximately 550m long and join existing FP18 Bacton which crosses the railway at the Cow Creek level crossing, located approximately 570m to the south east of Fords Green level crossing. On the east side of the railway, users would be diverted either east along FP14 Bacton and then south to Cow Creek level crossing via FP20 Bacton, or north along a new 2m wide unsurfaced public footpath in the field margin which runs parallel with and adjacent to the railway. The new footpath would be approximately 670m long and would join existing FP13 Bacton at its northern end.

The proposed diversion route adds approximately 1.1km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are (in conjunction with S69 Bacton): 10, 11, 14, 15, 17, 18 and 19

Specific considerations

Network Rail is seeking to rationalize the level crossings along this stretch of railway line, and also to enhance north-south routes to maintain connectivity for walking in the area.

Relevant objections

There have been five objections to the proposed closure of this level crossing. The objectors are: OBJ/22 (John Finbow on behalf of Finbows Bacton 1991 Ltd); OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/26 (E, M and P Baker); OBJ/36 (E Suggett on behalf of the Rambler's Association); and OBJ/37 (Colin and Judith Hull)

Nature of the objections

OBJ/22, OBJ/26 and OBJ/37 object to the use of their land for the new footpath. Network Rail considers that the alternative route is required, suitable and convenient. OBJ/22 has concerns about the adequacy of consultation. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules. Network Rail will continue to engage with the affected landowners to discuss their concerns.

OBJ/23 states that crossings S13 and S69 should be considered together and that a proper footway should be established along Broad Road for safety reasons. Network Rail has considered the effects of closure of S12, S13, and S69 together and is creating a substantial length of off-road walking. Pedestrians who would previously have used Fords Green level crossing are diverted across the railway at Cow Creek level crossing as the nearest crossing point to the south, and not onto a public road.

OBJ/36 object due to a loss of connectivity resulting from the closure. Network Rail considers that the alternative route is required, suitable and convenient and considers that the diversion proposed will enhance north-south routes to maintain connectivity for off-road walking in the area. The Ramblers also object to the safety justification for the closure of the crossing. Network Rail addresses the need to close the crossing and safety issues at level crossings earlier in this Statement of Case.

S16 – Gislingham

Location

This bridleway crossing is located in Finningham Parish and has a post code IP14 4HX. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 88 miles 14 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 22 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 02, 09, 10, 11 and 12

(b) Powers Limited to Rights: 05

(c) Powers limited to temporary use of land and rights: 07

(d) Powers Limited to Extinguishment of Rights: 03

all in the parish of Finningham.

Nature of level crossing

The bridleway level crossing has gates in the railway boundary fence and telephones to enable those in charge of animals to contact the signaller before crossing (FPGT). Other users are instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. Equestrians are instructed to dismount, although mounting blocks are not provided. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C8.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. Three users were recorded, all of whom were adult pedestrians. No equestrian users were recorded.

Rights affected

There are no private rights of way at this level crossing.

The public bridleway over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

Approximately 50m in length of public BR23 Gislingham heading north from Gislingham level crossing would be extinguished. Consequently, users of BR23 Gislingham would be diverted southwest along a new 3m unsurfaced public bridleway which would connect with existing BOAT22 Finningham.[21] The new bridleway would follow the field boundary and be approximately 550m in length. Users would head east towards the railway along BOAT22 Finningham and use the existing underbridge to cross the railway, located approximately 400m south west of the Gislingham level crossing. Users would continue eastwards along the BOAT and join Eastlands Lane, which then heads north to Eastland Farm where Gislingham crossing is located.

For the users coming from the north wishing to head west along BOAT22 Finningham, distances would be reduced by approximately 325m.

Users coming from the north and wishing to access the junction of Wickham Road/Eastland Lane would have an additional journey of approximately 250m.

Users from Eastland Farm wishing to use the bridleway north of the level crossing would have an additional length of approximately 1.2km to walk/ride on the diverted route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 01, 09, 10 and 11.

[21] Byway open to all traffic.

Relevant objections

There have been two objections to the proposed closure of this level crossing. The objectors are: OBJ/11 (James Black on behalf of David Black & Sons Ltd) and OBJ/36 (E Suggett on behalf of the Ramblers' Association).

Nature of the objections

OBJ/11 objects to compulsory acquisition under the Order. The Order does not authorise acquisition of land but seeks to acquire rights over land for the purpose of maintenance. Network Rail will engage with the landowner to discuss his concerns.

OBJ/36 is a holding objection which the objector states will be withdrawn provided the alternative route is constructed as a bridleway. The proposed new right of way to be constructed is a 3m wide bridleway. Network Rail considers that the alternative route is required, suitable and convenient.

S17 – Paynes

Location

This footpath crossing is located in Gislingham Parish and has a post code IP23 8JE. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 88 miles 72 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 23 and 24 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 04, 05, 06, 07, 10, 11, 12 and 14

(b) Powers limited to rights: 02, 08 and 09

(b) Powers Limited to Extinguishment of Rights: 13

all in the parish of Gislingham.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C8.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 14 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

The Public footpath over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP22 Gislingham would be extinguished on both the west and east sides of the railway (approximately 50m to the west and 500m to the east). To the west of the railway, users would be diverted north along FP22 Gislingham to join FP29 Gislingham, which heads east towards the railway. Users would cross at an existing bridge, approximately 350m north east of Paynes level crossing, and continue east along FP21 Gislingham. Users would then head south along a new 2m wide unsurfaced public footpath in a field margin. The new footpath would be approximately 700m in length and would join FP04 Wickham Skeith.

The proposed diversion adds approximately 1km to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 11 and 12

Relevant objection

There has been one objection to the proposed closure of this level crossing, being OBJ/36 (E Suggett on behalf of the Ramblers' Association).

Nature of the objection

OBJ/36 objects on the basis of a reduction in connectivity. Network Rail considers that the alternative route is suitable and convenient.

S18 – Cowpasture Lane

Location

This bridleway crossing is located in Mellis Parish and has a post code IP23 8EF. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 90 miles 60 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 25 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01 and 03

(b) Powers Limited to Extinguishment of Rights: 02

all in the parish of Mellis.

Nature of level crossing

This level crossing is a byway open to all traffic, with a Prohibition of Driving Order restricting usage to that equivalent to a public bridleway. The level crossing is therefore set out as a public bridleway level crossing (FPG). Equestrians are instructed to dismount, although no mounting blocks are provided. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C6. On 3 February 2017 a London to Norwich express passenger train (1P42) struck and fatally injured a person at the crossing. The death appears to have been accidental.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 67 users were recorded, all of whom were adult pedestrians. Six bicycles were recorded as being walked over the crossing. There were no equestrians.

Rights affected

There are no private rights of way at this level crossing.

Public rights of way would be reduced by downgrading the existing BOAT (subject to Prohibition of Driving Order) to a public bridleway.

Order proposals

The Order would confer powers to downgrade BOAT11 Mellis to a public bridleway. There is no need for a diversion as the current usage would not change, and therefore there will be no change in distance for users. Mounting blocks would be provided for the convenience of equestrians.[22]

Land permanently affected by the proposals

None

Relevant objections

There have been six objections to the proposed closure of this level crossing: OBJ/30 (Philip Butler); OBJ/31 (Hilary Butler); OBJ/33 (Mr and Mrs Mellor); OBJ/46 (Dr J B H Box); OBJ/50 (Julie Wicks); and OBJ/59 (Mrs C S Box).

Nature of the objections

OBJ/33 objects to the downgrading of the crossing to a bridleway. Network Rail views this as making permanent the existing Prohibition of Driving Order. If the current Prohibition of Driving Order were revoked, vehicles would be entitled to use Cowpasture Lane, causing damage to the environment, and increased risk at the level crossing.

OBJ/30, OBJ/31, OBJ/46, OBJ50 and OBJ/59 object to Network Rail accessing the crossing over Mellis Common for the purposes of carrying out works. Network Rail will engage with the objectors to discuss their concerns.

The Ramblers, OBJ/36, support the change of status from BOAT to bridleway.

[22] Note that some versions of the Design Freeze plans refer to the rights of way being in Burgate parish rather than Mellis. This is an error and should be disregarded.

S21 – Abbotts (Mellis)

Location

This footpath crossing is located in Mellis Parish and has a post code IP23 8DN. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 91 miles 20 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheet 26 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 04, 05

(b) Powers Limited to Rights: 07

(c) Powers Limited to Extinguishment of Rights: 06

all in the parish of Mellis.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 22 pedestrian users were recorded, of whom two were accompanied children and the remainder were adults.

Rights affected

Private rights of way would be extinguished over the crossing.

There are no recorded public rights of way at this level crossing.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish all rights of way over the crossing.

To the west of the railway, users would be diverted along the private carriageway, join Mellis Road (with verge walking) and head northeast along FP1 Mellis which rejoins Mellis Road at its northern end. Users would cross the railway at the Mellis automatic half barrier road level crossing (ALCRM score D2), approximately 280m north east of Abbotts level crossing, and continue east along Mellis Road. To the east of the railway, users would head south along Earlsford Road.[23]

The proposed diversion adds approximately 620m to the route.

Land permanently affected by the proposals

None

Relevant objections

There have been eleven objections to the proposed closure of this level crossing. The objectors are: OBJ/30 (P Butler); OBJ/31 (H Butler); OBJ/33 (Mr and Mrs Mellor);OBJ/35 (Graham MacLellan on behalf of Mellis Common Rightholders Association); OBJ/45 (Fiona Cadham); OBJ/46 (Dr J B H Box); OBJ/47 (Colin Joyce); OBJ/50 (Julie Wicks); OBJ/55 (M and J Spence); OBJ/57 (Nigel Battell); OBJ/59 (Mrs C S Box)

[23] Note that some versions of the Design Freeze plans refer to the rights of way being in Burgate parish rather than Mellis. This is an error and should be disregarded.

Nature of the objections

OBJ/30, OBJ/31, OBJ/35, OBJ/45, OBJ/46, OBJ/47, OBJ/50, OBJ/57 and OBJ59 seek confirmation of compensation for the extinguishment of private rights over the crossing and further information on compulsory acquisition. Compensation for loss of private rights is addressed earlier in this Statement of Case. In respect of land required for carrying out of the scheduled works, Network Rail requires only temporary occupation and/or rights over land whilst it is undertaking the necessary works to remove the infrastructure associated with the level crossing, which will be of limited duration. Compensation for any loss or damage resulting from the exercise of the powers of temporary occupation or use is payable in accordance with Article 22(5) of the Proposed Order. Network Rail will continue to engage with affected landowners to discuss their likely entitlement to compensation.

OBJ/33 objects to the closure of the level crossing.

OBJ/55 object to a loss of amenity to pedestrians due to the crossing closure. No public rights of way are being extinguished at this crossing.

Network Rail considers that the alternative route is suitable and convenient. The need for the closure of crossings is addressed earlier in this Statement of Case.

S22 – Weatherby

Location

This footpath crossing is located in Newmarket Parish and has a post code CB8 8BT. It is on the Cambridge to Ipswich railway line (CCH) 14 miles 5 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 1 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 02, 03 and 04

(b) Powers Limited to Extinguishment of Rights: 05

all in the parish of Newmarket.

Nature of level crossing

This permissive footpath level crossing has wicket gates in the railway boundary fence (FPW). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises one line of rails and carries passengers with a line speed of up to 40mph.

The level crossing has an ALCRM score of D2. On 6 August 2015 a Cambridge to Ipswich passenger train (2W29) struck and fatally injured a person on the crossing. The cause of death was recorded as suicide. Between March 2006 and November 2016 there were six near misses and two instances of misuse recorded at the crossing.

On 1 May 2017, at 1415, the driver of 2W16 reported a near miss. A young male was texting and not looking. The driver sounded his horn and started to brake when the male looked up and stepped back. The driver reports he was 20m from the crossing.

On 29 June 2017, at 1522, the driver of 2W18 (1420 Ipswich–Cambridge), reported a near miss at the crossing, with a child who ran out onto the crossing in front of the approaching train. The child was pulled back off the crossing by a parent.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 3595 pedestrian users were recorded, of whom 285 were accompanied children, 119 were unaccompanied children, six were

elderly, 17 were impaired, one was in a wheelchair, 119 were in pushchairs or prams, five were on mobility scooters and the remainder were unimpaired adults. 87 bicycles were recorded as being ridden across the crossing and 355 bicycles walked across the crossing.

Rights affected

There are no private rights of way at this level crossing.

There are no public rights of way at this level crossing. The permissive footpath would be closed to all users.

Order proposals

The Order would extinguish all existing rights over the crossing.

Users would be diverted along public highways on both sides of the railway. To the west of the railway, users would head southwest along Granary Road, parallel to the railway, and then south east along New Cheveley Road, crossing the railway using the underbridge. To the east of the railway, users would continue eastwards along New Cheveley Road and head back towards Weatherby along Cricket Field Road.

If users are walking to/from the intersection Willow Crescent and Cricket Field Road from/to Granary Road on the opposite side of this crossing, the new route would add 870m to a journey.

A journey from the junction of New Cheveley Road and Cricket Field Road, to the junction of High Street with Sun Lane, would be 337m longer.

Land permanently affected by the proposals

None

Relevant objections

There have been twenty three objections to the proposed closure of this level crossing. The objectors are: OBJ/1 (Guy Bettley-Cooke); OBJ/2 (J D Curtiss); OBJ/3 (Hilary Gurner on behalf of Newmarket Town Council); OBJ/4 (Maureen Hunt); OBJ/9 (Peter Hunt); OBJ/10 (Ruth Kent); OBJ/12 (Oonagh Bowler); OBJ/13 (Philip Hodson); OBJ/14 (Sabine Deering); OBJ/15 (Stephen Whiting); OBJ/16 (M Smy); OBJ/17 (Dan Wright); OBJ/18 (Ann Dunning on behalf of Newmarket Ladies Open Door Club); OBJ/19 (Pat Collins); OBJ/20 (Chris Abbott); OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/27 (Cllr L Stanbury on behalf Forest Heath District Council); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/38 (Sharon Wall); OBJ/41 (Matt Hancock MP); OBJ/52 (BNP Paribas on behalf of Royal Mail Group); OBJ/58 (Sara Beckett on behalf of Newmarket Neighbourhood Plan Steering Group); OBJ/61 (Camilla Rhodes on behalf of Cambridgeshire County Council).

Nature of the objections

The majority of objections in relation to the closure of this crossing relate to the need to close a heavily used crossing which is considered safe. Network Rail addresses the need to close the crossing and safety issues at level crossings earlier in this Statement of Case and would highlight the recorded incidents.

The majority of objections raise concerns that closure will result in a loss of amenity to residents and a number raise concerns on accessibility of the diversion route due to length and steep inclines on the route. Consideration was given as to whether the diversion route could be shortened by providing an additional diversion route but this was not feasible due to impact on third party land (including private gardens) and suitability of Network Rail land. Gradients vary over the diversion route but are within the preferred maximum gradient of 5% and are not considered to be a significant barrier. Network Rail considers that the alternative route is suitable and convenient. A number of objections also object to the diversion of pedestrians along a public road. The diversion route uses the existing publicly adopted footway network and no safety improvement schemes have been identified as being required. Suffolk County Council objects to the closure on the grounds of strong local opposition and high usage. Network Rail will continue to engage with the relevant stakeholders to discuss their concerns and consider potential mitigation along the diversion route.

A number of objections also questioned the adequacy of consultation. Network Rail's consultation is described earlier in this Statement of Case. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules. Two public consultation events were held in June and September 2016 across a range of times in Bury St Edmunds as the event covered 6 local level crossings to the east and west and hence the town was considered to be an appropriate centralised location with good transport links.

The Royal Mail Group (OBJ/52) has concerns about the temporary stopping up of Granary Road. Network Rail will engage with Royal Mail to discuss their concerns. There is a dropped kerb to be removed in Granary Road; in order to do this there would need to be a lane closure and traffic control. It is not intended to fully close the road at any time.

S23 – Higham

Location

This footpath crossing is located in Higham Parish and has a post code IP28 6NJ. It is on the Cambridge to Ipswich railway line (CCH) 21 miles 56 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 2 of the deposited plans.

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 03, 04, 06 and 07

(b) Powers Limited to Extinguishment of Rights: 02

all in the parish of Higham.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). The railway is in a cutting and steps are required to reach rail level. The level crossing is currently closed under a Temporary Traffic Regulation Order for safety reasons, owing to the absence of steps on the cutting face. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of M13. Prior to closure, its ALCRM score was C9, although ALCRM does not take into account the risk of slips on non-compliant cutting slopes.

As temporary closure of the level crossing coincided with the camera census, it is not possible to gauge demand for usage of this crossing accurately. Cameras were placed in an effort to detect potential users walking up to the crossing then turning back, but no such users were recorded over the 9-day period of the census (03/07/2016–03/07/2016 inclusive). An ALCRM assessment in 2014 estimated usage as zero.

Rights affected

There are no private rights of way at this level crossing.

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP01 Higham to the north of the railway (approximately 130m in length) and to the south of the railway (approximately 200m in length) would be extinguished. On the south of the railway users would be diverted along Higham Road, crossing the railway at the road bridge located approximately 300m east of Higham level crossing. Pedestrians would make use of existing verges and carriageways up to the point where Higham Road meets the A14 slip road.

The journey from the junction of Higham Road and FP01, to the junction of Higham Road with the westbound A14 slip road, is approximately 200m shorter than the equivalent journey via the level crossing. A Stage 1 Road Safety Audit (**NR16**) did not identify any issues with using these highways as part of the diversionary route.

A new 1.5m footway will be provided in the highway verge (between The Tavern and Coalpit Lane) to improve connectivity for walkers heading east from the end of Higham Road.

Land permanently affected by the proposals

None

Specific considerations

Reopening of this level crossing would entail substantial expenditure (£20,000) on the installation of steps on the cutting slope (plus their ongoing maintenance cost), and the risk of an accident on the crossing would remain. It should be noted that there is no provision to the north for this footpath to cross the busy A14 road.

Relevant objections

There have been four objections to the proposed closure of this level crossing. The objectors are OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/29 (G Dobson on behalf of Suffolk County Council; OBJ/36 (E Suggett on behalf of the Ramblers' Association); and OBJ/52 (BNP Paribas on behalf of Royal Mail Group).

Nature of the objections

OBJ/23 and OBJ/29 object that the alternative route is inadequate with road safety issues and the highway authority highlights vegetation clearance is required along the existing verges. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road and Network Rail considers that the alternative route is suitable and convenient. Network Rail will continue to engage with Suffolk County Council noting any diversion on the highway must be completed to the reasonable satisfaction of the local highway authority.

The Ramblers (OBJ/36) make a holding objection, and state that a condition of agreement to the closure, for road safety reasons, is the provision of a "safe" footway alongside the former A45 between the road bridge and the Round House to link the rights of way on both sides of A14. Under the Order, Network Rail is proposing to provide a new footpath in this location.

The Royal Mail Group (OBJ/52) has concerns about the temporary stopping up of A14 onslip westbound, Higham Road and Coalpit Lane. Network Rail will engage with Royal Mail to discuss their concerns. There are connections to be made to the road, and footways to be provided along the road, where a lane closure will be required for workforce safety. It is not proposed to fully close the roads at any time.

S24 – Higham Ground Frame

Location

This footpath crossing is located in Barrow Parish and has a post code IP28 6NS. It is on the Cambridge to Ipswich railway line (CCH), 22 miles 49 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheets 3, 4, 5, 6, 7, 8 and 9 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 09 (Sheet 3)

in the Parish of Higham

(a) Powers Limited to Temporary Use of Land: 01, 01A, 02, 03, 04, 09 (Sheet 3); 01, 05, 06, 07, 09, 10, 11, 16, 17 and 18 (Sheet 4); 11, 15, 16 and 17 (Sheet 7); 11, 12, 21, 22, 23, 24, 25 and 26 (Sheet 8); and 24, 25 and 26 (Sheet 9)

(b) Powers Limited to Extinguishment of Rights: 08 (Sheet 4)

all in the Parish of Barrow

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 50 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP02, FP03 and FP04 Higham, and FP06 Barrow, to the north of the railway, would be extinguished. To the south of Higham Ground Frame level crossing, a new east-west route would be created, running parallel to the railway.

Users heading east would pass along a new 2m wide unsurfaced footpath to a point south of Needle's Eye road bridge. Users could then head south to continue on the existing lightly-trafficked road and other onward rights of way. Users heading under the railway at Needle's Eye underbridge would continue east along a proposed 3m unsurfaced bridleway, which would provide a link to the road bridge over the railway approximately 2500m east of Higham Ground Frame level crossing.

An additional 2m wide footpath in field margin would be created between FP06 Barrow and BR18 Barrow, to provide a circular walk and give users the option to walk further away from the railway and A14 corridor.

To the west, users would pass along a new 2m wide unsurfaced footpath in the field margin to Coalpit Lane. Users would then use field margins to walk south to a point opposite FP05 Higham. A new footbridge (up to 5m long) and steps or a ramp would be provided to cross a ditch and gain access to Coalpit Lane. Users would cross Coalpit Lane and follow FP05 Higham and then make use of the existing bridge on Higham Road to cross the railway.

The diversionary route along FP06 Barrow from its junction with the A14 slip road to a point south of the railway via Coalpit Lane would be approximately 1.5km longer, but the impact on journeys will in this case be highly dependent on the particular journey being made.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 01, 01A, 02, 03, 04, 07, 11, 15, 16, 17, 18, 21, 22 and 25

Relevant objections

There have been two objections to the proposed closure of this level crossing, being OBJ/36 (E Suggett on behalf of the Ramblers' Association) and OBJ/42 (Mairi Jean Johnston).

Nature of the objections

OBJ/42 objects to the proposed diversion route on her land and impacts of the same. Network Rail considers the alternative route is required, suitable and convenient. Network Rail will continue to consider how the concerns of the landowner could be addressed or mitigated.

The Ramblers have made a holding objection on the basis that they are concerned that landowner agreement will be required to create the proposed new footpaths. Network Rail will continue to engage with the affected landowners to create the diversionary rights of way without the need for the powers to be exercised. If this is not possible, the Order would provide powers to do so compulsorily.

S25 – Cattishall

Location

This footpath crossing is located in Great Barton Parish and has a post code IP31 2QU. It is on the Cambridge to Ipswich railway line (CCH) 30 miles 49 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 10 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 01;

in the Parish of Bury St Edmunds

(a) Powers Limited to Temporary Use of Land and Acquisition of Rights: 01, 02, 03 and 05

(b) Powers Limited to Temporary Use of Land: 04, 10 and 12

(c) Powers Limited to Extinguishment of Rights: 06 and 09;

all in the Parish of Great Barton.

Nature of level crossing

The footpath level crossing has pedestrian gates in the railway boundary fence (FPG). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6. On 24 March 2014 a Cambridge to Ipswich passenger train struck and fatally injured a person at the crossing. The death was recorded as accidental. Between November 2005 and May 2014 there were four near misses recorded at the crossing.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 190 pedestrian users were recorded, of whom six were accompanied children, four were in pushchairs or prams and the remainder were adults. 21 bicycles were recorded as being ridden over the crossing and 132 bicycles walked over the crossing.

Whilst the route either side of the level crossing is signed as National Cycle Route 13, the level crossing is of public footpath status only. Cyclists are required to dismount and walk across.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the crossing would be extinguished.

Order Proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

North of the railway, users would be diverted along a new 3m wide tarmac planings surfaced bridleway which would form part of the National Cycle Route. The new track would be approximately 420m in length and would run parallel to the railway.

Users would cross the railway using the existing underpass, approximately 420m west of the Cattishall level crossing. To the south of the railway, users would head south along the highway and turn eastwards along the unnamed road, making use of the existing footpath and cycle track.

A user starting on Green Lane and being diverted through the underbridge, then heading east when they reach Mount Road, would have a maximum diversion of approximately 880m. A user starting on Green Lane and being diverted through the underbridge, then continuing their journey west along Mount Road, would have approximately an additional 40m to travel. The proposed diversion will improve connectivity to an established residential area.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are (in respect of the Parish of Bury St Edmunds): 01

The parcels of land affected by the proposed diversion and associated works are (in respect of the Parish of Great Barton): 01, 02, 03 and 05

Specific considerations

The land to the south west of the level crossing, and the north west of the level crossing/north of the underbridge, is allocated for residential development in the Local Plan. Development south of the railway is underway, and an application for planning permission for the land north of the railway is anticipated to be made by the end of 2017. The rights of way to be constructed as part of the latter will, when complete, provide connectivity to the underbridge to better accommodate users travelling from north west of the site to the cycle way. Also as part of the northern

development, it is proposed to provide a pedestrian footbridge at the site of this level crossing.

Relevant objections

There have been six objections to the proposed closure of this level crossing. The objectors are: OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/28 (Cllr Alaric Pugh on behalf of St Edmundsbury Borough Council); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/36 (E Suggett on behalf of the Ramblers' Association); OBJ/39 (Robin Leeks); OBJ/43 (P Reeve on behalf of Great Barton Parish Council).

Nature of the objections

The majority of objections object to the closure of this crossing before construction of a new footbridge, which is subject to negotiation and the future grant of planning permission for a local housing development. Network Rail addresses the need to close the crossing and safety issues at level crossings earlier in this Statement of Case. Network Rail is satisfied that its proposed diversionary route is a convenient and suitable replacement for existing users, and considers that closure of this crossing should not be made dependent on the bringing forward of a footbridge as part of a potential application for planning permission by a third party. Network Rail will continue to liaise with local authorities and local developers on future schemes as they develop. OBJ/28, OBJ/ 29 and OBJ/43 object to the closure particularly in the light of access for residents of a proposed development. An aspect of Network Rail managing the risk associated with the potential increase in users of the footpath network is to direct users to a grade separated crossing of the railway. Were the development to proceed without closure of this crossing, usage, and hence risk, at the level crossing would be expected to increase.

OBJ/36 also objects to the adequacy of the alternative route. OBJ/39 objects to the diversion of pedestrians and cyclists onto the public road. Network Rail considers that the alternative route is suitable and convenient, and much of it is segregated from motor vehicles.

Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues.

S27 – Barrell's

Location

This footpath crossing is located in Thurston Parish and has a post code IP31 3RJ. It is on the Cambridge to Ipswich railway line (CCH), 33 miles 61 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 11 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 02, 03, 04, 05, 06, 09, 10, 11, 12, 14, 18, 19 and 20

(b) Powers Limited to Extinguishment of Rights: 07

all in the parish of Thurston.

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). Owing to the railway being is a small cutting there is a flight of steps on either side of the railway to get down to the level crossing. It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 23 pedestrian users were recorded at the crossing, one of whom was recorded as elderly and the remainder were recorded as adults.

Rights affected

There are no private rights of way at this level crossing.

The public footpath over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

FP05 Thurston to the north of the railway (approximately 200m in length) and south of the railway (approximately 100m in length) would be extinguished. To the north of the railway, users heading west would be diverted along Barrell's Road where they would use the verge. Barrell's Road, which is lightly trafficked, crosses over the railway by means of a bridge, approximately 360m west of Barrell's level crossing. Users heading east would be diverted briefly along Barrell's Road and then south along a new 2m wide unsurfaced public footpath. A new footbridge (6m span) would be provided over a ditch that runs parallel to Barrell's Road. Users would then turn east along another new 1.5m wide unsurfaced footpath which runs parallel to and adjacent to the railway and joins existing FP11 Thurston, which in turn joins an existing carriageway which crosses over the railway at an existing bridge approximately 670m east of Barrell's level crossing. Pedestrian users would utilise the carriageway. The total length of new footpath to the north of the railway would be approximately 400m.

South of the railway, users heading west would follow Birds Road and head north along Barrell's Road, crossing the railway at the existing Barrell's Road bridge. Users heading east would be diverted along existing FP11 Thurston and then make use of the proposed new footpath forming part of the proposed work for S28 Grove Farm.

If users are travelling to/from the intersection between FP05 Barrell's Road from/to the intersection between Bird's Road and FO05 the Barrell's Road bridge diversion would add approximately 950m to the route.

If users are traveling to/from the intersection between Bird's Road and FP05 from/to the eastern end of FP05, the diversion over the road bridge to the east of Grove Farm level crossing would add approximately 230m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are (in conjunction with S28 Grove Farm) are: 02, 04, 08, 09, 16 and 17

Relevant objections

There have been six objections to the proposed closure of this level crossing. The objectors are: OBJ/8 (Alan / Linda Noble); OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/36 (E Suggett on behalf of the Ramblers' Association); and OBJ/48 (Mr/Mrs P Brace); OBJ/52 (BNP Paribas on behalf of Royal Mail Group)

Nature of the objections

OBJ/23 and OBJ/29 object to the diversion of pedestrians onto the public highway. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road and Network Rail considers that the proposed alternative route is suitable and convenient. Page 31 of the Design Guide (**NR12**) describes proposed improvements to road markings and verges. Network Rail will continue to engage with Suffolk County Council noting any diversion must be completed to the reasonable satisfaction of the local highway authority.

OBJ/36 objects to a loss of amenity to walkers. Network Rail considers that the alternative route is suitable and convenient.

OBJ/48 objects to a loss of security and privacy as a result of the diverted right of way. Network Rail considers that the alternative route is required, suitable and convenient but will continue to engage with affected stakeholders to discuss their concerns.

OBJ/8 raise concerns about the temporary stopping up of the highway and access to their property. The Royal Mail Group (OBJ/52) has concerns about the temporary stopping up of Barrell's Road. Network Rail will engage with Royal Mail and other objectors to discuss their concerns. It will be necessary to have traffic control in place while the verges are cut back and white lining takes place. Whilst this will restrict traffic flows it will not close the road completely.

OBJ/23 raises concerns on adequacy of consultation with landowners. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules. Network Rail will continue to engage with affected landowners to discuss their concerns.

Representations and letters of support

SUPP/2 (Stephen Rogers) supports the closure of FP005 Thurston from points P023 to P024 in favour of the new right of way from points P034 to P035. He contends would reduce use of the new right of way along the railway embankment, thereby limiting disturbance to habitats.

S28 – Grove Farm

Location

This footpath crossing is located in Thurston Parish and has a post code IP31 3SF. It is on the Cambridge to Ipswich railway line (CCH) 33 miles 70 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 12 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 14, 15, 16, 17

(b) Powers Limited to Extinguishment of Rights: 08

all in the parish of Thurston.

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 13 users were recorded, all of whom were adult pedestrians.

Rights affected

There are no private rights of way at this crossing.

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

To the north of the railway, users heading both west and east would use the proposed new footpath and diversion routes forming part of the proposed works for S27 Barrell's described above.

On the south side of the railway users heading east would be diverted along a new 2m wide unsurfaced public footpath parallel to and adjacent to the railway. The new footpath would be approximately 480m in length and would join an existing highway at its eastern end. Users would cross the railway using the existing highway bridge.

If users are travelling to/from the intersection between FP05 and Barrell's Road from/to the intersection between Bird's Road and FP05 the Barrel's Road bridge diversion would add approximately 950m to the route.

If users are traveling to/from the intersection between Bird's Road and FP05 from/to the eastern end of FP05, the diversion over the road bridge to the east of Grove Farm level crossing would add approximately 230m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are (in conjunction with S27 Barrell's) are: 02, 04, 08, 09, 16 and 17

Relevant objections

There have been three objections to the proposed closure of this level crossing: OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/36 (E Suggett on behalf of the Ramblers' Association); and OBJ/48 (Mr/Mrs P Brace)

Nature of the objections

OBJ/36 objects to a loss of amenity to walkers and is concerned that the new proposed footpath will not be created. The alternative routes must be constructed and completed to the reasonable satisfaction of the local highway authority before closure of the level crossing under the Order. OBJ/23 objects to the diversion of pedestrians to walk alongside the highway. An objective Road Safety Audit has identified no safety issues with the proposed diversion to the road and Network Rail considers that the alternative route is suitable and convenient.

OBJ/48 objects to a loss of security and privacy as a result of the diverted right of way. Network Rail considers that the alternative route is required, suitable and convenient but will continue to engage with affected stakeholders to discuss their concerns.

OBJ/23 raises concerns on adequacy of consultation with landowners. Consultation has been conducted appropriately taking feedback into consideration and complying with the legislative requirements of the 2006 Rules. Network Rail will continue to engage with the landowners to discuss their concerns.

S29 – Hawk End Lane

Location

This footpath crossing is located in Elmswell Parish and has a post code IP30 9ED. It is on the Cambridge to Ipswich railway line (CCH) 37 miles 0 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 13 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 01, 04, 05, 06, 08, 11 and 12

(b) Powers Limited to Rights: 13

(c) Powers Limited to Extinguishment of Rights: 07

all in the parish of Elmswell.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

As the railway is in a slight cutting, there are steps to reach rail level.

The level crossing has an ALCRM score of C6.

As the level crossing is currently closed under a Temporary Traffic Regulation Order, owing to the ongoing development of the land to the north of the railway, it has not been possible to undertake a census of usage. However, in 2015, before the closure was implemented, a 7 day census was undertaken by Arup on behalf of Harrow Estates plc. This concluded that Hawk End Lane level crossing was on average used by 2 people daily, although this included at least 4 uses by railway workers over that period.

Rights affected

There are no private rights of way over this crossing.

The public footpath over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

South of the railway, approximately 30m of FP12 Elmswell between the railway and Hawk End Lane would be extinguished.

North of the railway, a new 2m wide unsurfaced public footpath parallel with and adjacent to the railway, between the level crossing and Hall Farm would be created. This would join to FP13 Elmswell by way of steps. FP13 crosses the railway by means of an underbridge, which also carries private vehicle rights. The total length of new footpath would be approximately 430m.

After crossing the railway, users heading east would be diverted along FP13 Elmswell, Hawk End and Station Road.

Station Road crosses the railway at Elmswell level crossing, a CCTV protected level crossing with an ALCRM score of G4, approximately 270m east of Hawk End Lane level crossing.

The maximum diversion for a user from the north side of the railway to the south adds approximately 860m to their journey. However, there should be no significant additional distance for those north of the railway heading west towards the wider network of PRoWs, and current and additional linkages between the new housing estate and the public roads east of the development will provide a more direct route to the amenities on Station Road.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 01, 04, 05 and 06

Specific considerations

The development of the Grampian Harris bacon factory site (situated to the north of the railway) for housing has the potential to significantly increase usage of the level crossing were it to remain open. Whilst little used when last open, the presence of housing and improved accessibility north of the railway would be likely to make the crossing an attractive route to the local supermarket and for circular walks. Discussions with the Parish council concerning the likely increased risk resulting from the development identified diversion to the Parnell Lane underbridge (the current proposal) as the preferred solution.

Relevant objections

There have been two objections to the proposed closure of this level crossing: OBJ/36 (E Suggett on behalf of the Ramblers' Association) and OBJ/53 (C J Hewett on behalf of Taylor Wimpey).

Nature of the objections

OBJ/36 object to the closure, particularly in the light of the crossing providing a means of access for residents of a proposed development. An aspect of Network Rail managing the risk associated with the potential increase in users is to divert users of the passive level crossing either to a grade separated crossing (Parnell Lane), or a CCTV controlled level crossing (Elmswell, ALCRM score G4). Network Rail is satisfied that its proposed diversionary routes are a convenient and suitable replacement, and also provide superior access to the countryside for those heading west.

OBJ/53 objects that they did not correctly receive notice. Network Rail complied with the relevant legislative requirements of the 2006 Rules in relation to giving notice of the application and objection period. OBJ/53 also request further information. Network Rail will engage further with the landowner and seek to provide the information requested.

S30 – Lords No 29

Location

This footpath crossing is located in Elmswell Parish and has a post code IP30 9UD. It is on the Cambridge to Ipswich railway line (CCH) 37 miles 58 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 14 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 14, 17, 18, 26, 27, 28, 29, 31, 32, 33 and 34

(b) Powers Limited to Rights: 15, 16, 19, 20, 21, 22, 23, 24 and 25

(c) Powers Limited to Extinguishment of Rights: 30

all in the parish of Elmswell

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 44 pedestrian users were recorded, of whom four were accompanied children, one was an unaccompanied child and the remainder were adults.

Rights affected

There are no private rights of way over this crossing

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

Users would be diverted along two new 2m wide unsurfaced public footpaths running parallel with and adjacent to the railway, one on the north side and one on the south side. Both footpaths would run eastwards from existing FP25 which crosses over the railway with a footbridge, approximately 230m to the west of Lords No. 29 level crossing. The new footpaths would each be approximately 230m long, and join existing FP09 which runs perpendicular to the railway at Lords No. 29.

No additional length would be added to the route as a result of the diversion.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 17 and 18

Relevant objections

There are no objections to the closure of this level crossing.

S31 – Mutton Hall

Location

This footpath crossing is located in Wetherden Parish and has a post code IP14 3LS. It is on the Cambridge to Ipswich railway line (CCH) 38 miles 53 chains from Cambridge.

Where it can be found on deposited plans

It is shown on Sheet 15 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 02, 03, 04, 05, 06, 07, 08 and 09

(b) Powers Limited to Extinguishment of Rights: 01

all in the parish of Wetherden.

Nature of level crossing

This footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 75mph.

The level crossing has an ALCRM score of C6.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 34 pedestrian users were recorded, of whom two were accompanied children, two were impaired and the remainder were unimpaired adults.

Rights affected

There are no private rights of way over this crossing.

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish the public rights of way over the crossing.

To the north of the railway, users would be diverted along existing FP36 Wetherden and FP20 Wetherden, which join the unnamed road to the east of the level crossing. Uses would head south along the carriageway and cross over the railway using the existing road bridge, approximately 210m east of Mutton Hall level crossing. To the south of the railway, users would be diverted along a new 2m wide unsurfaced public footpath in the field margin which would run parallel with and adjacent to the railway, joining the existing carriageway at its eastern end. The new footpath would be approximately 200m long.

If travelling between FP36 and FP35 either side of Mutton Hall level crossing the diversion would add 510m to the journey.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 02

Relevant objections

There have been four objections to the proposed closure of this level crossing. The objectors are: OBJ/7 (Roger Wolfe); OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/36 (E Suggett on behalf of the Ramblers' Association).

Nature of the objections

All objectors are concerned that the proposed diversion to the road bridge is unsafe for pedestrians. Page 31 of the Design Guide (**NR12**) describes proposed improvements to road markings and verges. Network Rail considers that, once these improvements have been implemented, the alternative route will be suitable and convenient. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the local highway authority.

The Ramblers (OBJ/36) object to the need to close the crossing, Network Rail addresses the need to close the crossing and safety issues at level crossings earlier in this Statement of Case.

S69 – Bacton

Location

This footpath crossing is located in Bacton Parish and has a post code IP14 4NS. It is on the Liverpool Street to Norwich via Ipswich railway line (LTN1) 86 miles 6 chains from Liverpool Street.

Where it can be found on deposited plans

It is shown on Sheets 20 and 21 of the deposited plans

Affected land

The parcels of land affected are as follows

(a) Powers Limited to Temporary Use of Land: 17, 18, 19, 20, 21, 22, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38 and 39

(b) Powers Limited to Extinguishment of Rights: 26

all in the parish of Bacton.

Nature of level crossing

The footpath level crossing has stiles in the railway boundary fence (FPS). It is a passive level crossing where the user is instructed to stop, look and listen: beware of trains, and must make their own decision whether it is safe to cross. The railway at this crossing comprises two lines of rails and carries passengers and freight with a line speed of up to 100mph.

The level crossing has an ALCRM score of C8.

A 9 day camera census was undertaken between 25 June 2016 and 03 July 2016 with survey hours 00:00 to 24:00. 27 pedestrian users were recorded, of whom 22 were unaccompanied children and five were adults.

Rights affected

There are no private rights over this crossing.

Public rights of way over the crossing would be extinguished.

Order proposals

The Order would confer powers to close the level crossing to all users and extinguish public rights of way over the crossing.

The existing right of way to the west of the level crossing FP13 Bacton (approximately 90m in length) would be extinguished. Users on the east of the railway would be diverted to the existing underbridge on Pound Hill, via the B1113 Broad Road (along the verge). After crossing the railway, they would then be diverted along Birch Avenue (existing footway) and connect to existing FP14 Bacton via an existing track and the addition of a new 2m wide public footpath (approximately 225m in length) and proposed wooden bridge (less than 5m in length) over the existing ditch. Alternatively, users on the east of S69 Bacton level crossing would be diverted along a new 2m wide unsurfaced public footpath (approximately 650m in length) running down the east side of the railway to connect to S13 Fords Green.

If users are travelling to/from the intersection of FP13 and Broad Road from/to the intersection between Birch Road and FP13 the diversion would add approximately 450m to the route.

Land permanently affected by the proposals

The parcels of land affected by the proposed diversion and associated works are: 10, 11, 14, 15, 17, 18, 19, 32, 33, 34 and 35

Specific considerations

This level crossing is located close to youth football pitches. Anecdotal evidence suggests that it is the entry point of trespass onto the railway to retrieve stray balls.

Relevant objections

There have been 9 objections to the proposed closure of this level crossing. OBJ/5 (Martin Feaveryear on behalf of Bacton Untied ’89 FC); OBJ/23 (Barry Hall on behalf of Suffolk Local Access Forum); OBJ/24 (Karen Hall-Price on behalf of Bacton Parish Council); OBJ/25 (Ben Crossman on behalf of Orwell Settlement Trustees); OBJ/26 (E, M and P Baker); OBJ/29 (G Dobson on behalf of Suffolk County Council); OBJ/36 (E Suggett on behalf of the Ramblers’ Association); OBJ/37 (Colin/ Judith Hull); OBJ/40 (S Gooderham as executor for John Creasey).

Nature of the objections

OBJ/5 object to their property being used as a means of access to the proposed works. Network Rail will continue to engage with affected landowners to seek to address their concerns.

OBJ/23 OBJ/24, OBJ/29, OBJ/40 object to the diversion of pedestrians onto the public highway. OBJ/40 also supports the creation of the new footpath on the basis that it will provide an important new pedestrian link between residents and amenities. Network Rail considers that the proposed route, once upgraded as proposed, will be suitable and convenient. Page 32 of the Design Guide (**NR12**) describes the proposed improvements to the highway verge. Network Rail will continue to engage with the relevant stakeholders to mitigate any highway safety issues, noting that any diversion must be constructed and completed to the reasonable satisfaction of the highway authority.

OBJ/26 and OBJ/37 object to the use of their property for the alternative footpath. Network Rail considers that the alternative footpath is required, suitable and convenient and will continue to engage with affected landowners to discuss their concerns.

OBJ/36 and OBJ/40 objects to the loss of amenity. Network Rail considers that the alternative route provided is suitable and convenient.

Representations and letters of support

OBJ/40 is supportive of the creation of a footpath between points P070, P071, P072 and P073 shown on Sheet 21.

Conclusion

179. Network Rail recognises that the Suffolk Level Crossing Reduction proposals will have an impact on adjacent properties, local communities and those that use the level crossings affected by them.

180. It is Network Rail's considered view that its proposals are sensitive to the needs of the various stakeholders concerned and that, where alternative routes are provided, they are suitably accessible, safe, and convenient.

181. Network Rail has taken on board comments from third party landowners and, as the proposals have developed, diversionary routes have been amended to reduce impacts on interested parties.

182. Network Rail considers that the any adverse impacts found to exist from the closures are demonstrably outweighed by the substantial public and railway benefits that the Scheme will bring.

Appendix A: List of Core Documents

NR01 Application

NR02 Draft Network Rail (Suffolk Level Crossing Reduction) Order

NR03 Explanatory Memorandum

NR04 Statement of Aims

NR05 Statement of Consultation

NR06 Funding Statement

NR07 Estimate of Costs

NR08 Order plans and sections

NR09 Book of Reference

NR10 Planning Statement, which provides a description of the scope and purpose of the Application in relation to relevant legislative requirements, and planning policy

NR11 Screening Decision Letter, which confirms that under the EIA Regulations the scheme has been deemed as having no significant impact on the environment and therefore does not require an Environmental Statement

NR12 Design Guide which outlines the design proposal principles and components, including drawings for each level crossing

NR13 Management of Health and Safety at Work Regulations 1999 (tab 1)

NR14 ORR: Strategy for regulation of health and safety risks – 4: Level crossings (tab 2)

NR15 ORR: Periodic Review 2013: Final determination of Network Rail's output funding for 2014–19. Extracts relevant to level crossings—the entire document is available at http://www.orr.gov.uk/rail/economic-regulation/regulation-of-network-rail/price-controls/periodic-review-2013/pr13-publications/final-determination (tab 3)

NR16 Road Safety Audits for Suffolk (tab 4)

NR17 Transforming Level Crossings 2015–2040 (tab 5)

NR18 Client Requirements Document Anglia CP5 Level Crossing Reduction Strategy (tab 6)

NR19 CP5 Level Crossing Risk Reduction Fund Criteria, Governance and Reporting (tab 7)

NR20 Network Rail Standard NR/L1/XNG/100: Level crossing asset management policy (tab 8)

NR21 Network Rail Standard NR/L2/SIG/19608: Level crossing asset inspection and implementation of minimum actions codes (tab 9)

NR22 Network Rail Operations Manual NR_L3_OCS_041_5-16: Risk Assessing Level Crossings (tab 10)

NR23 Network Rail Level Crossing Guidance 01: Completion of Site Visit and Census Forms (tab 11)

NR24 Anglia Route Study (March 2016) (tab 12)

NR25 Censuses of Suffolk sites (tab 13)

NR26 Network Rail Statement of Case (this document)

Appendix B: Locations where Core Documents may be Inspected Prior to the Public Inquiry

In accordance with Rule 7 of the Transport and Works (Inquiries Procedures) Rules 2004, a copy of every document or the relevant part of any document which Network Rail intends to refer to or put in evidence, together with a copy of every Statement of Case served by every other party and of every document served with them (once received and copied by Network Rail) may be inspected free of charge and, where practicable and subject to the payment of a reasonable charge, copied, at the following locations at the following times:

Location	Days	Times
Broomhill Library Sherrington Road Ipswich IP1 4HT	Mondays	9:30am–12.30pm
	Tuesdays to Thursdays	9:30am–5pm
	Fridays	9:30am–6:30pm
	Saturdays	10am–5pm
	Sundays	11am–4pm
Co-op Supermarket Riverside Avenue East Manningtree CO11 1US	Mondays to Saturdays Sundays	7am–9pm 10am–4pm
Capel St. Mary Library Village Hall The Street Capel St Mary IP9 2EP	Mondays	Closed
	Tuesdays	9:30am–12:30pm & 2pm–5:30pm
	Wednesdays and Thursdays	9:30am–12:30pm
	Fridays	2pm–5pm & 5:30pm–7:30pm
	Saturdays	9am–3pm
	Sundays	10am–3pm
Chantry Library Hawthorn Drive Ipswich IP2 0QY	Mondays	2pm–5pm
	Tuesdays	10am–1pm & 2pm–6pm
	Wednesdays	10am–1pm
	Thursdays	10am–1pm & 2pm–6pm
	Fridays	10am–1pm & 2pm–5pm
	Saturdays	9:30am–1pm & 2pm–5pm
	Sundays	10am–4pm
Elmswell Library Memorial Library Cooks Road Elmswell IP30 9BX	Mondays	Closed
	Tuesdays	10am–1pm & 2pm–7pm
	Wednesdays and Fridays	2pm–5pm
	Thursdays	10am–1pm & 2pm–7pm
	Saturdays	10am–1pm
	Sundays	10am–3pm

Location	Days	Times
Lamberts Service Station Shop Green Bacton Stowmarket IP14 4LG	Mondays to Fridays	8:30am–5pm
	Saturdays	8:30am–12:30pm
	Sundays	Closed
Eye Library Buckshorn Lane Eye IP23 7AZ	Mondays	Closed
	Tuesdays	9:30am–1pm
	Wednesdays	9:30am–1pm & 2pm–5:30pm
	Thursdays	2pm–5:30pm
	Fridays	9:30am–1pm & 2pm–7pm
	Saturdays	9:30am–1pm
	Sundays	10am–3pm
Needham Market Library School Street Needham Market IP6 8BB	Mondays	Closed
	Tuesdays	10am–3pm
	Wednesdays	2pm–5pm & 5:30pm–7:30pm
	Thursdays	10am–1pm & 2pm–5pm
	Fridays	2pm–5pm
	Saturdays	10am–5pm
	Sundays	11am–4pm
Thurston Library Thurston Community College Thurston Bury St Edmunds IP31 3PB	Mondays	Closed
	Tuesdays	3pm–7pm
	Wednesdays and Fridays	10am–1pm
	Thursdays	2pm–6pm
	Saturdays and Sundays	10am–3pm
Barrow Post Office Church Rd Bury St Edmunds IP29 5AX	Mondays to Fridays	8:30am–5pm
	Saturdays	9am–1pm
	Sundays	Closed

Copies of all documents are also available to view and download at http://www.networkrail.co.uk/anglialevelcrossings/.

Appendix C: Level Crossing Equipment

Gates

183. Gates at level crossings may be for pedestrians, equestrians, or vehicles. They should be spring-loaded, gravity closed or may have catches to keep them closed. Some gates are operated by crossing keepers and are designed to fence the railway when open to road vehicles, but the majority of gates open away from the railway.

Stiles

184. Stiles are commonly used at footpath level crossings to enable a user to cross the fence that marks the railway boundary. Kissing gates may also be provided.

Decks

185. Decks are usually provided at crossings. They should feature a non-slip surface, although some are older timber types. Some are marked with blue edge lights to aid users during darkness.

Signage

186. Signage depends on the crossing type, whether a public road, footpath, private right of way etc. The minimum signage at a footpath level crossing is a white sign with a red edge stating “Stop Look Listen, Beware of Trains”. Signs instruct the safe method of use, warn against trespassing on the railway and the specific dangers from electrification, or advise that a level crossing does not carry public rights. Signage to deter suicide is also commonly displayed.

Whistle boards

187. Where there is insufficient sighting of approaching trains due to curvature of the line or a lineside structure for example, whistle boards are often provided. These are only effective at distances up to 400m from the crossing they are protecting.

188. There are sometimes complaints about train horn noise from neighbours. Network Rail considers that it is within its statutory powers to operate the railway with whistle boards, but our long-term strategy is to remove them, replacing them with novel warning systems.

189. The effectiveness of this form of protection is limited if the user of a crossing is wearing headphones and/or suffering from hearing loss. The sound is also susceptible to background noise, or being obscured by the noise of another passing train.

190. As the horn is manually operated by the train driver, there is always the possibility that, on occasion, a train may not sound its horn when necessary.

191. In 2007, as a result of significant neighbour and political concern after newer trains were fitted with louder horns, a Night Time Quiet Period (NTQP) was introduced. During this period, 2300–0700, trains did not sound their horn on approach to whistle-board protected crossings. In the same change, train drivers were instructed only to use the low tone horn rather than the traditional two tones. In 2016, the NTQP was reduced to enable greater protection for users. It now applies between 2359 and 0600. Whilst noise impact on neighbours is reduced by the NTQP, it of course leaves these level crossings with less warning of approaching trains early in the morning and late at night, both times at which people may, for example, be going running or taking their dogs for a walk. Public rights of way are open 24 hours a day.

Supplementary Audible Warning System (SAWD)

192. Whistle board crossings may be enhanced by the Covtec SAWD system. This is a radar-activated device that sounds a horn located at the level crossing. The horn's proximity to the user means the volume can be lower, reducing the impact on surrounding residents. However, the device does not have an established Safety Integrity Level so although a useful device to help a user decide whether it is safe to cross, Covtec can only be used to supplement whistle boards rather than replace them.

Telephones

193. These are provided to allow communication between users of level crossings and the signaller. They are found in the following situations:

    193.1. User-worked vehicular crossings where the crossing time greater than the sighting time, where there are long or slow-moving vehicles, where animal are herded over the crossing or where there is a risk of grounding.

    193.2. Public bridleway (and rarely footpath) crossings where the sighting time is inadequate.

    193.3. Public road half barrier or full barrier crossings for the use of drivers of large or slow vehicles, or in emergency.

194. The use of telephones can create a workload and ergonomics issue for signallers at busy times. If a signaller is unable to answer a call owing to other demands on their time, this may lead to user frustration, and possibly crossing misuse.

195. On some lines, the signaller does not know exactly where a train is located.[24] This can lead to a signaller requesting users wait a significant length of time, as the only information they can give is that it will be safe once the train has passed.

196. If a signaller requests users to call back after crossing, and they fail to do so or cannot get through, this will be recorded as deliberate misuse and trains will be cautioned before they are allowed to proceed at line speed across the crossing in question.

197. Signallers have, on occasion, mistakenly given users permission to cross in front of a train. For this reason, it is important to consider the overall operational risk created by installing telephones, not just the local benefits at a particular crossing.

Miniature Stop Lights (MSLs)

198. These lights display a green light when it is safe to cross the railway and a red light when it is not. There may also be an audible warning.

199. They may be installed at level crossings where sighting is insufficient, or as a measure to reduce the risk at crossings with sufficient sighting. They can also be installed to reduce the number of telephone calls to signalboxes.

200. The lights are triggered by approaching trains, and are linked to the signalling system. They are therefore an expensive item to install and maintain.

201. The warning time can be adjusted depending on the likely usage of the crossing. Too short a warning time could lead to a collision; too long a time could drive poor user behaviour.

202. There have been several fatalities at MSL-protected crossings in Anglia route. These include Elsenham, Black Horse Drove, Johnson's, Cannon's Mill Lane, and Motts Lane.

Overlay MSLs

203. This is a cheaper system of MSLs that is not integrated with the signalling system. Two models are used on the mainline (Ebigate200 and VaMoS). The system may be 'always on' or activated by the user pressing a button, e.g. where the power supply is from a local renewable source. A telephone will be provided should the system not display any lights.

[24] For example, the Marks Tey to Sudbury branch operates a 'one train on line' policy; there are no track circuits to show the signaller the train's progress.

Spoken Warnings

204. At some level crossings, a movement-activated spoken warning device has been installed to raise awareness of safety issues at level crossings.

205. Spoken warnings may also be added to AHB crossings. For example, Waterbeach level crossing has a spoken warning announcing that a second train is approaching.

Appendix D: Level Crossing Renewal and Enhancement Costs

Network Rail CP6 cost model (extract):

Work Type	Description of work	Cost
Additional protection for user operated crossing	Safety upgrade by addition of dependable audible train approaching system for user operated crossing	£ 40,000.00
Convert FP(any) to FP(any)-MSL	New MSL system for existing FP of any type for non-motorised use, inc. train detection and new interface in control centre	£ 452,000.00
Convert FP(any) to FP(any)-OMSL	New OMSL system for existing FP of any type for non-motorised use, inc. train detection and new interface in control centre	£ 300,000.00
Convert MCB to ABCL+	Convert MCB-any to ABCL+ by replacing protecting signals with DCIs and adding extra protection equipment TBD inc. barrier skirts, red standing men, barrier protection etc. as required mainly intended for MCB-TCOs	£ 355,000.00
Convert MCB to MCB-CCTV	New CCTV system for existing MCB inc. new interface in control centre	£ 356,000.00
Convert MCB to MCB-OD	New OD system for existing MCB inc. new interface in control centre	£ 320,000.00
Convert MCB-CCTV to MCB-OD	New OD system for existing MCB-CCTV, recover CCTV system inc. new interface in control centre	£ 420,000.00
Convert user operated crossing to xxx(T)	New telephone system for existing FP or UWC inc. new interface in control centre	£ 100,000.00
Convert UWC to UWC(P)	New power operated gates system for any existing UWC	£ 150,700.00
Convert UWC(any) to UWC(any)-MSL	New MSL system for existing UWC of any type for vehicle use, inc. train detection and new interface in control centre	£ 452,000.00
Convert UWC(any) to UWC(any)-OMSL	New OMSL system for existing UWC of any type for vehicle use, inc. train detection and new interface in control centre	£ 300,000.00
Supplementary protection for user operated crossing	Safety upgrade by addition of supplementary audible train approaching system for user operated crossing E.G. Covtec	£ 30,000.00
Recontrol crossing telephones	New interface in control centre for telephones for crossing. Use when crossing with only telephones is recontrolled or new interface in control centre	£ 27,544.00
Automatic Half Barrier	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with alarm transmission and terminal equipment at control centre	£ 1,433,705.07
Automatic Half Barrier with additional protection	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with alarm transmission and terminal equipment at control centre, plus additional protection equipment TBD inc. barrier skirts, red standing men, active signs, etc.	£ 1,623,900.00
Automatic Open Crossing (Locally) Monitored	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, control system, road traffic lights, road markings, road surface between 'stop' lines.	£ 1,337,000.00

Work Type	Description of work	Cost
Footpath or Bridleway	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, crossing surface between railway boundaries, 'stop' lines	£ 89,100.00
Bridleway with Telephone	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, crossing surface between railway boundaries, 'stop' lines, telephone	£ 220,000.00
Footpath or Bridleway with Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 786,924.46
Footpath or Bridleway with Overlay Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 500,000.00
Manually Controlled Barrier with CCTV	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with CCTV cameras, camera column, floodlights, CCTV transmission, CCTV monitor and control equipment, [protecting signals excluded]	£ 1,843,047.07
Controlled Barrier with Obstacle Detection	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines, along with obstacle detection RADAR/LIDAR equipment and associated control equipment. [protecting signals excluded]	£ 2,008,985.74
Manually Controlled Barrier	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, equipment protection barriers as required, cattle-cum-trespass guards, signs, barriers, barrier control system, barrier skirts, barrier machines, road traffic lights, road markings, road surface between 'stop' lines. [protecting signals excluded]	£ 1,294,922.09
User Worked Crossing (UWC)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines	£ 166,100.00
User Worked Crossing with telephone (UWCT)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines, telephone	£ 370,000.00
User Worked Crossing with Miniature Stop Lights (UWCM)	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, road markings, road surface between 'stop' lines along with user warning lights, signs and train detection equipment	£ 786,924.46
User Worked Crossing with Overlay Miniature Stop Lights	Renewal of all parts of the crossing including deck, fencing 10 metres each corner of crossing, cattle-cum-trespass guards, signs, gates and gate posts inc. latching mechanism, lights, surface markings, approach surfaces between railway boundaries along with user warning lights, signs and train detection equipment	£ 650,000.00
External renewal for AHB	Renew barriers, barrier machines, road traffic lights	£ 1,340,000.00
External renewal for AHB+	Renew barriers, barrier machines, road traffic lights, plus existing additional protection equipment e.g. barrier skirts, red standing men, etc.	£ 1,503,900.00
External CCTV renewal for MCB-	Renew CCTV cameras, camera column, floodlights, CCTV transmission	£ 332,200.00

Work Type	Description of work	Cost
CCTV		
External renewal for FP(any)	Renew gates + fencing 10 metres each corner of crossing & between railway boundaries inc. style replacement	£ 20,625.00
External renewal for FP(L)	Renew locking gates + fencing 10 metres each corner of crossing & between railway boundaries, exc. any MSL equipment	£ 108,000.00
External renewal for MCB-any exc CCTV/OD equipment	Renew barriers, barrier skirts, barrier machines, road traffic lights	£ 209,000.00
External renewal for (any)-MSL	Renew MSL external equipment only (otherwise use SU-any+MSL WT for full MSL system renewal)	£ 49,500.00
External renewal for (any)-OMSL	Renew OMSL external equipment only (otherwise use +OMSL WT for full OMSL system renewal)	£ 375,000.00
External renewal for UWC(x/T) exc MSL	Renew gates + fencing 10 metres each corner of crossing & between railway boundaries. Can be used where MSL is present, but excludes MSL equipment (Use X-MSL)	£ 192,500.00
External renewal for UWC(P) exc MSL	Renew power operated gates/barrier system (non-interlocked) + fencing 10 metres each corner of crossing & between railway boundaries. Can be used where MSL is present.	£ 242,500.00
Non-motorised approach surfaces for FP(any)	New approach surfaces for non-motorised traffic e.g. steps/ramps on both sides of crossing, inc. high grip surface, flangeway filler if required	£ 10,000.00
Vehicle approach surfaces for UWC(any)	New approach surfaces for vehicles e.g. hard standing 'take-off and landing' areas at User Worked Vehicle Crossings inc. high grip surface, flangeway filler if required, enabling works - excavations/filling to alter crossing profile	£ 75,000.00
Equipment protection crash barriers	New vehicle protection barriers to protect equipment where risk identified	£ 7,000.00
Deck, Approaches and Lineside - renew fixed assets	Renew all passive assets at crossing inc. fencing 10 metres each corner of crossing & between railway boundaries, equipment protection barriers as required, decking, approach surfaces, signage, furniture, access gates; clear vegetation [needs different sizes OR remove deck]	£ 62,500.00
Deck - large	New deck for large vehicular crossing (e.g. skew crossing)	£ 151,800.00
Deck - medium	New deck for medium vehicular crossing (e.g. typical crossing)	£ 115,500.00
Deck - small	New deck for small vehicular crossing (e.g. UWC / minor road)	£ 58,300.00
Deck - non motorised traffic	New deck for foot or bridleway crossing	£ 37,400.00
Fencing	Renew fencing 10 metres each corner of crossing; MW	£ 5,000.00
Additional signals associated with manually controlled crossings	4x signals to protect a manually controlled crossing, as add on to any MCB-crossing if required	£ 710,000.00
Video recording equipment fitment	Standalone video system for recording/reviewing near misses	£ 185,900.00

OMSL (Overlay Miniature Stop Lights) is Vamos or Ebigate.

Note that technological developments may lead to some of the costs above reducing in future.

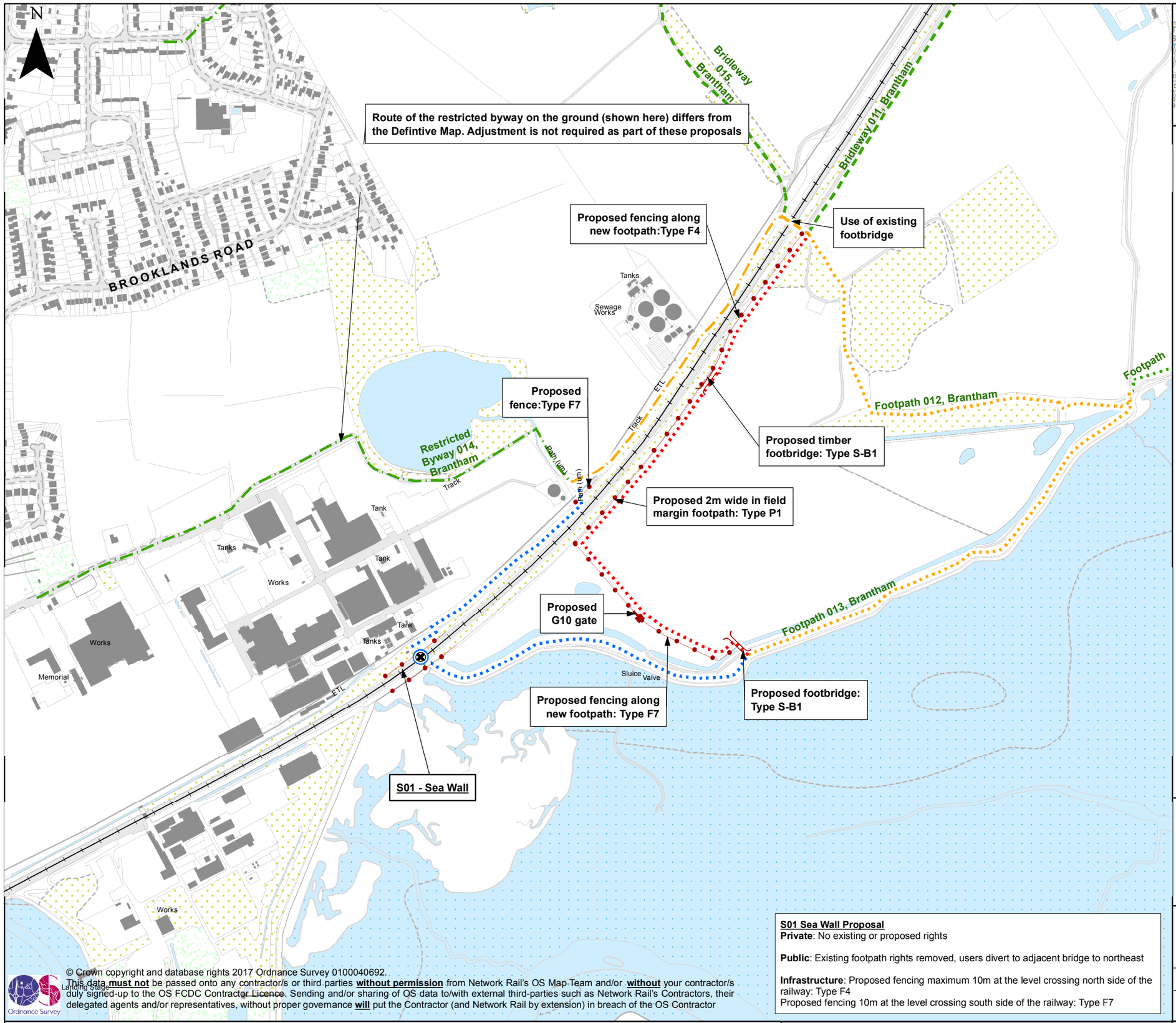
Appendix E: Maintenance Costs

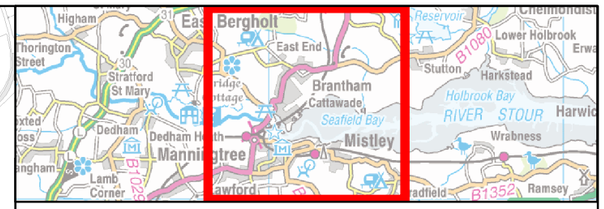
'Real world' maintenance costs from the Route Level Crossing Manager (Great Eastern):

- A footpath deck costs approx. £3000 to renew, a bridleway deck approx. £6000, and a road crossing deck approx. £10,000.
- We have estimated the cost to remove and reinstate a crossing (e.g. to allow tamping) to be around £5000 on average, including Traffic Regulation Order costs.
- Gates/stiles: £2000 per 5 years to maintain/renew.
- Risk assessments: time taken to visit, inspect and risk assess each crossing: around £1000 per year.

Appendix F: Design Guide Drawings

Extracts from the Design Guide (document **NR12**) follow this page. (Note that the following pages do not continue the page numbering.)





SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S01 Sea Wall Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent bridge to northeast

Infrastructure: Proposed fencing maximum 10m at the level crossing north side of the railway: Type F4
Proposed fencing 10m at the level crossing south side of the railway: Type F7

S01 - Sea Wall
Suffolk - Brantham CP
Post Code CO111NL

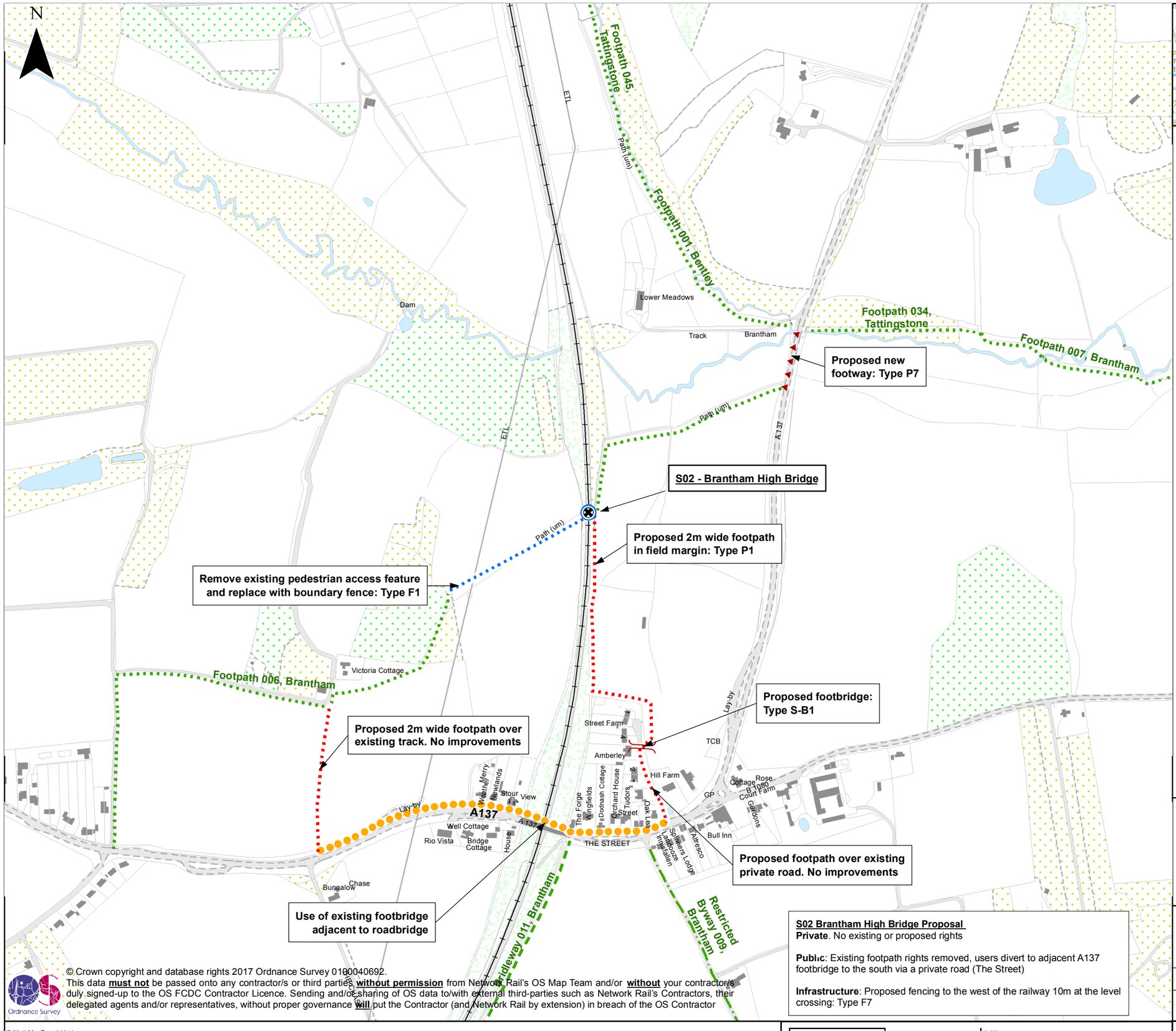
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S01-GEN-005

0 0.125 0.25 Kilometers

P:\Leeds\Eastern\367516 - GRIP 2-4 - Anglia Level Crossings.JAS\GIS\Design\Design Freeze Plans\04 MXDs\New Format DF\P3\Suffolk\367516 Design Freeze Proposal Plans - Alternative Format Suffolk.mxd



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S02 Brantham High Bridge Proposal

Private. No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent A137 footbridge to the south via a private road (The Street)

Infrastructure: Proposed fencing to the west of the railway 10m at the level crossing: Type F7

0 0.125 0.25 Kilometers

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S02 - Brantham High Bridge
Suffolk - Brantham CP
Post Code CO111PL

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S02-GEN-005

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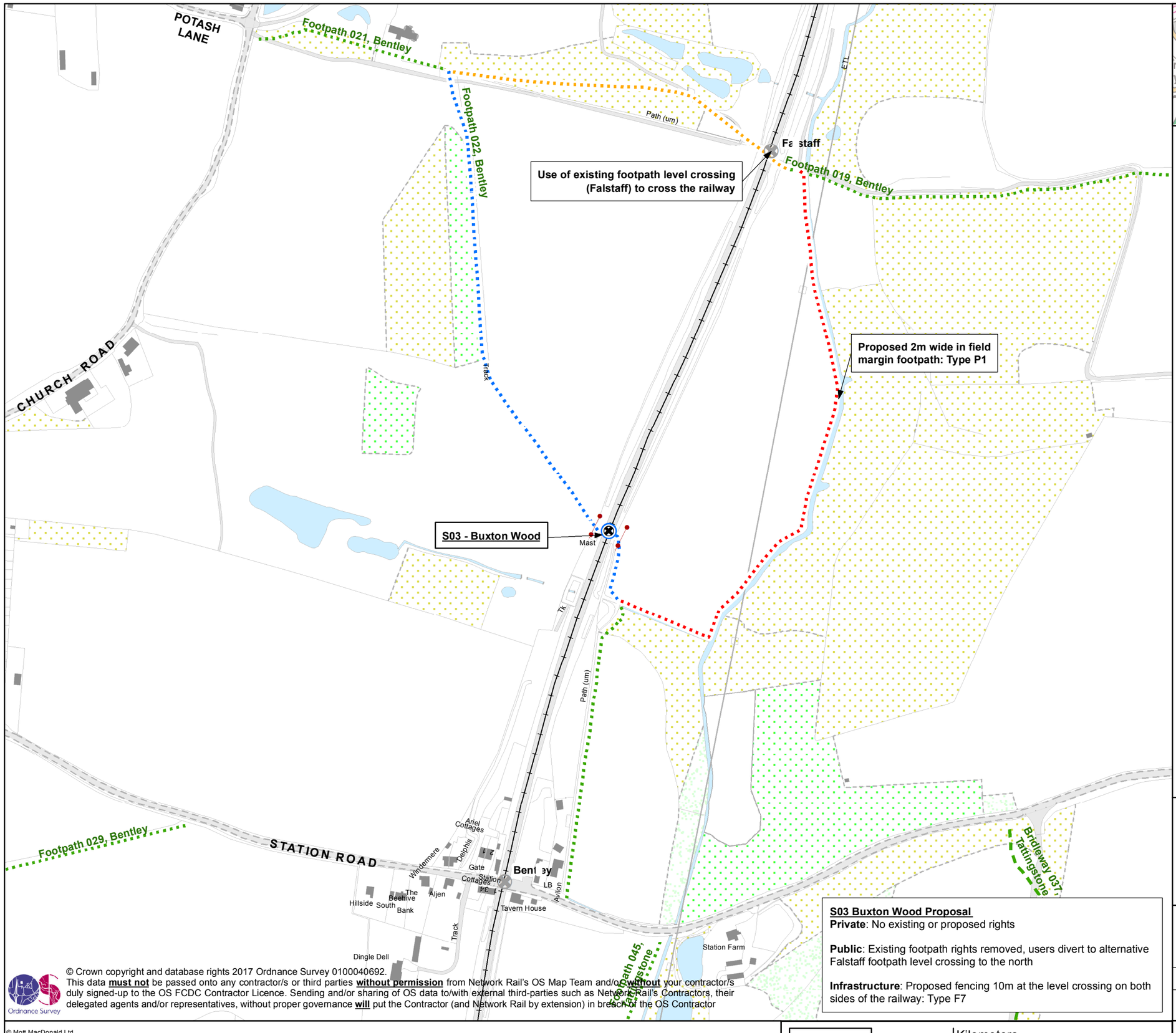

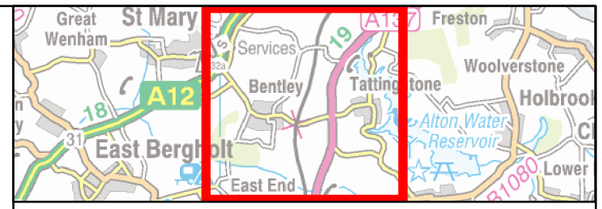

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S03 - Buxton Wood
Suffolk - Bentley CP
Post Code IP9 2DB

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S03-GEN-005

0 0.075 0.15 Kilometers

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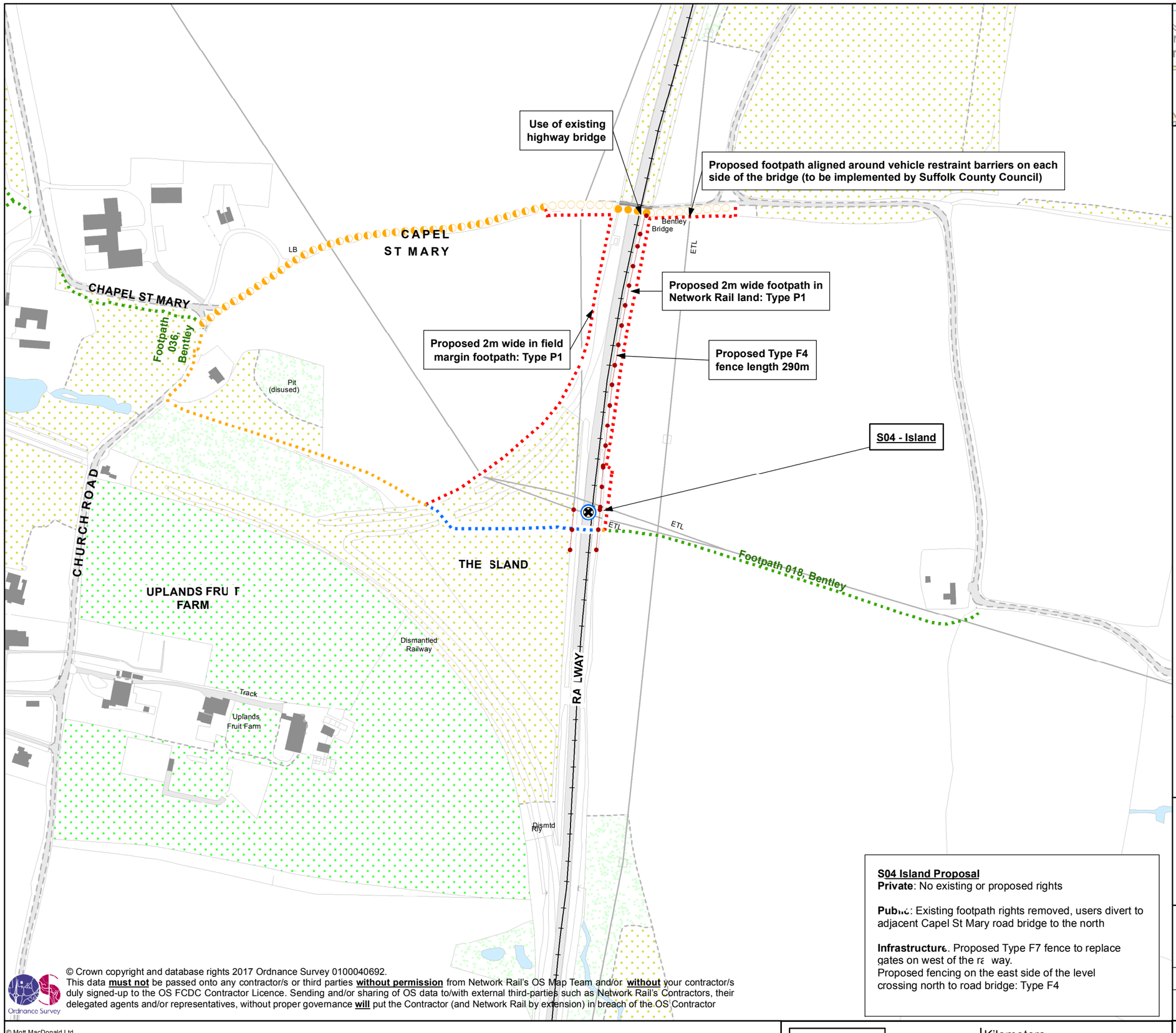

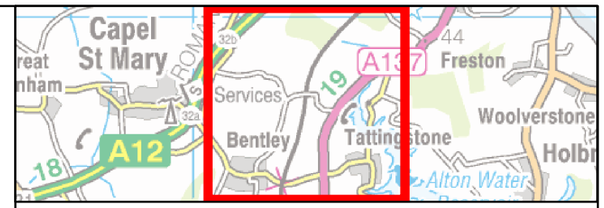

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S04 Island Proposal
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Capel St Mary road bridge to the north

Infrastructure. Proposed Type F7 fence to replace gates on west of the railway.
Proposed fencing on the east side of the level crossing north to road bridge: Type F4

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S04 - Island
Suffolk - Bentley CP
Post Code IP9 2LP

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

0 0.075 0.15 Kilometers

Scale at A3 NTS

Drawing No. MMD-367516-S04-GEN-005

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N

S05 Pannington Hall (Broomhaughton) Proposal

Private. No existing or proposed rights

Public. Existing footpath rights removed, users divert to adjacent The Street bridge to the west

Infrastructure: Proposed fencing 10m at the level crossing on both sides of the railway: Type F7

Footpath 013, Belstead

Footpath 004, Wherstead

Footpath 005, Wherstead

Footpath 003, Wherstead

Footpath 002, Wherstead

Footpath 001, Wherstead

Footpath 031, Wherstead

Footpath 032, Wherstead

Footpath 015, Belstead

Footpath 033, Wherstead

Footpath 034, Wherstead

Footpath route shown from definative map does not correspond with to the on the ground position (definitive map route shown)

S05 - Pannington Hall (Broomhaughton)

Proposed 2m wide in field margin footpath: Type P1

Use of existing bridge

Vegetation removal and hard standing surface to be provided as per Suffolk Design Guide reference 367516/RPT023

Proposed 2m wide in field margin footpath: Type P1

Proposed 2m wide in field margin footpath: Type P1

Proposed timber footbridge over ditch only: Type S-B1

Bridleway 041, Wherstead

Bridleway 030, Wherstead

Bridleway 029, Wherstead

Bridleway 028, Wherstead

Bridleway 027, Wherstead

Footpath 018, Belstead

Footpath 024, Wherstead

THE ST

THE STREET

PANNINGTON HALL LANE

Track

ETL

Path (um)

Mast

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S05 - Pannington Hall (Broomhaughton)
Suffolk - Wherstead CP
Post Code IP9 2AR

Rev	Date	Description	Dwn	E Chk	SRP	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC		SJT		JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S05-GEN-005

0 0.125 0.25 Kilometers

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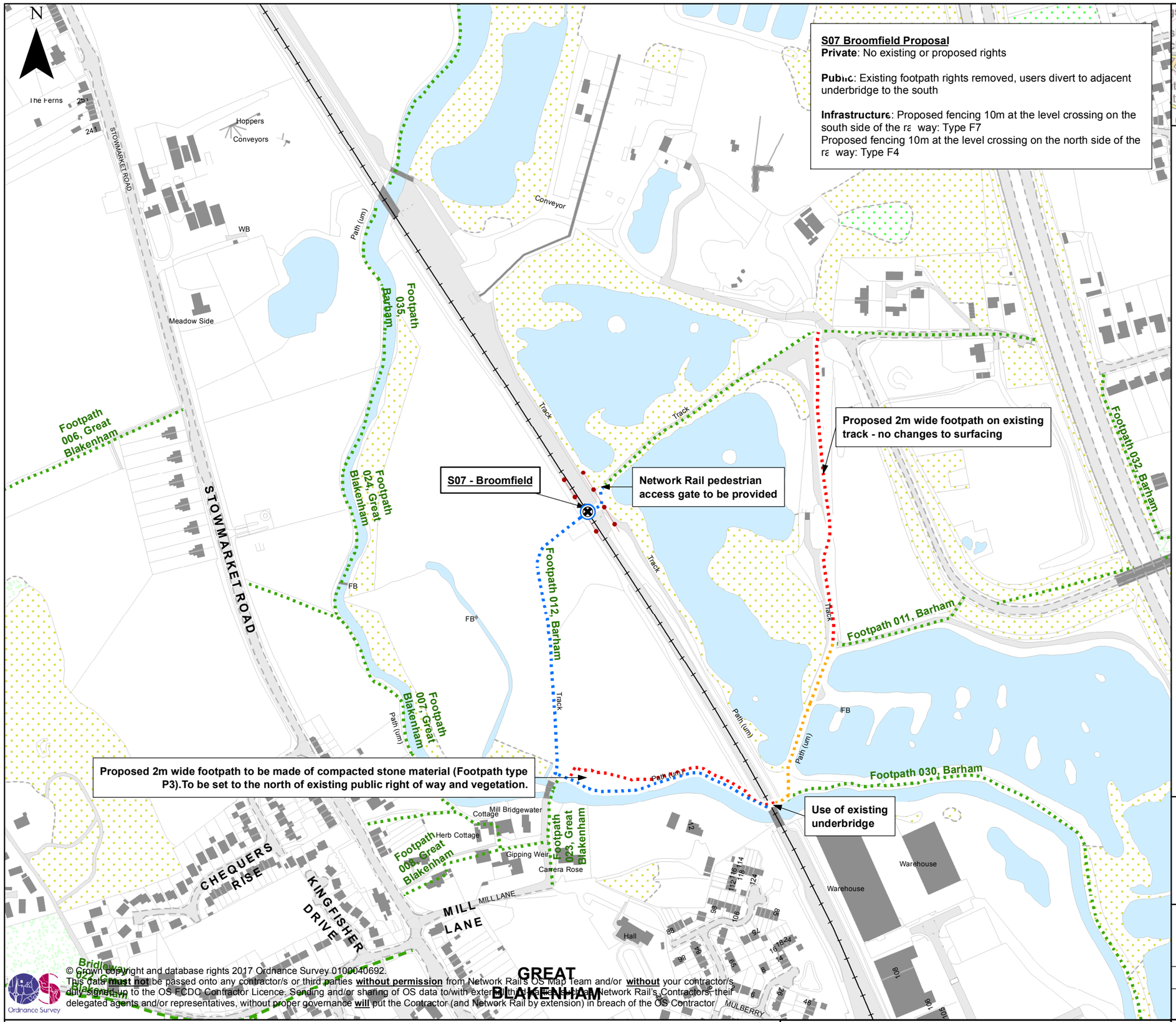

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

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SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S07 - Broomfield
Suffolk - Barham CP
Post Code IP6 0NJ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

0 0.075 0.15 Kilometers

Scale at A3 NTS

Drawing No. MMD-367516-S07-GEN-005

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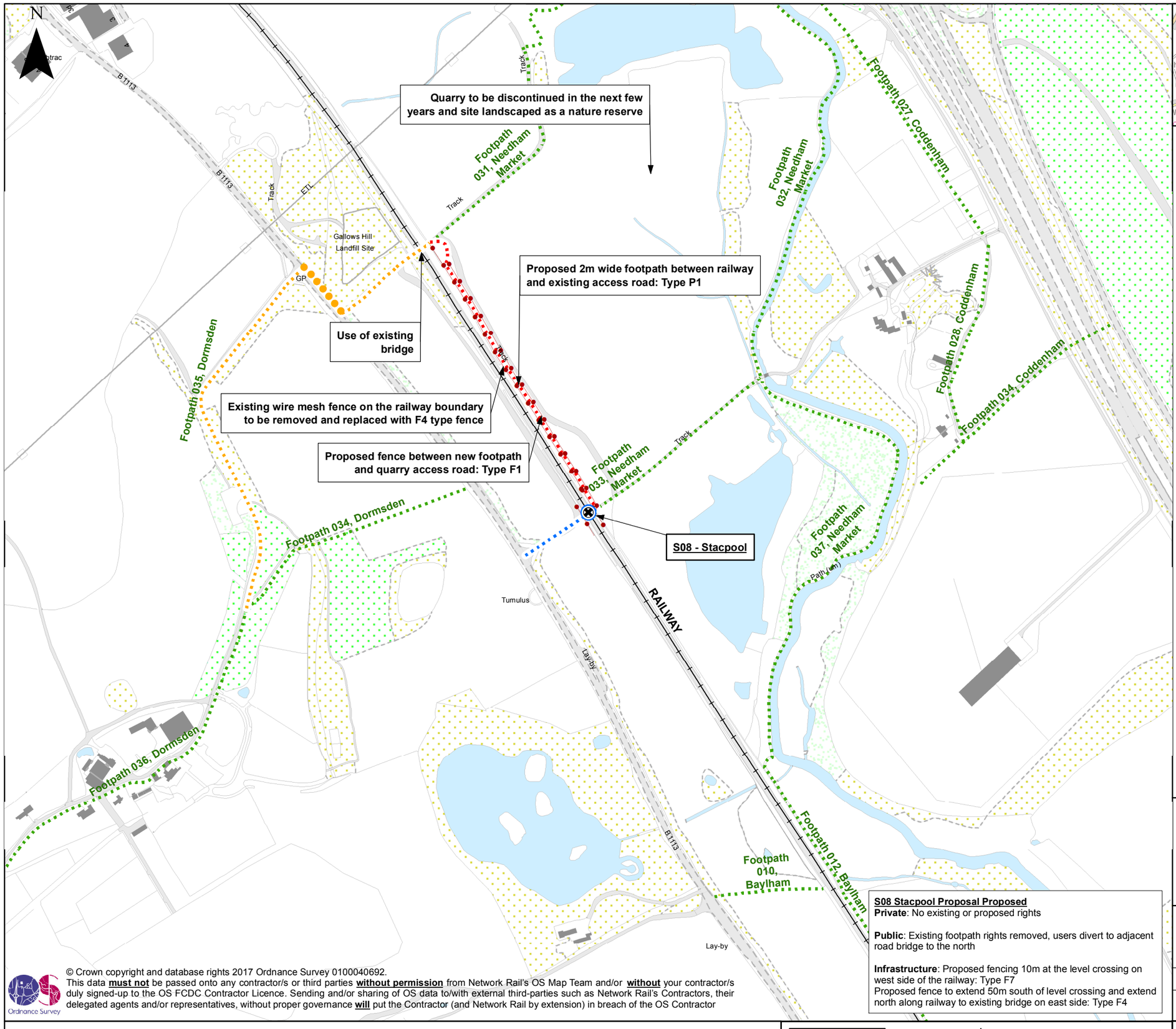

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S08 Stacpool Proposal Proposed
Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent road bridge to the north

Infrastructure: Proposed fencing 10m at the level crossing on west side of the railway: Type F7
Proposed fence to extend 50m south of level crossing and extend north along railway to existing bridge on east side: Type F4

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S08 - Stacpool
Suffolk - Needham Market CP
Post Code IP6 8LJ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S08-GEN-005

0 0.125 0.25 Kilometers

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N

Footpath 024, Bacton

Restricted Byway 010, Haughley

Track

Restricted Byway 011, Haughley

Old Bells Farm

Silo

Footpath 012, Haughley

Footpath 006, Old Newton with Dagworth

S11 - Leggetts

Footpath 033, Bacton

Footpath 061, Old Newton with Dagworth

RAILWAY

BOAT 029, Bacton

Footpath 007, Old Newton with Dagworth

Footpath 048, Haughley

Restricted Byway 013, Haughley

Byway 014, Haughley

Use of existing road level crossing

Wassicks

WASSICKS LANE

Bridleway 063, Old Newton with Dagworth

Bridleway 015, Haughley

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S11 Leggetts Proposal

Private. No existing or proposed rights

Public: Existing footpath rights removed, users divert to alternative Wassicks road level crossing to the south

Infrastructure: Proposed fencing on the east of the railway to run from 50m north of the level crossing along Network Rails boundary to Wassicks level crossin : T e F4
Proposed fencing 10m total at the level crossing on the west side of the ra way: Type F7

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S11 - Leggetts
Suffolk - Old Newton with Dagworth CP
Post Code IP144EY

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S11-GEN-005

0 0.125 0.25 Kilometers

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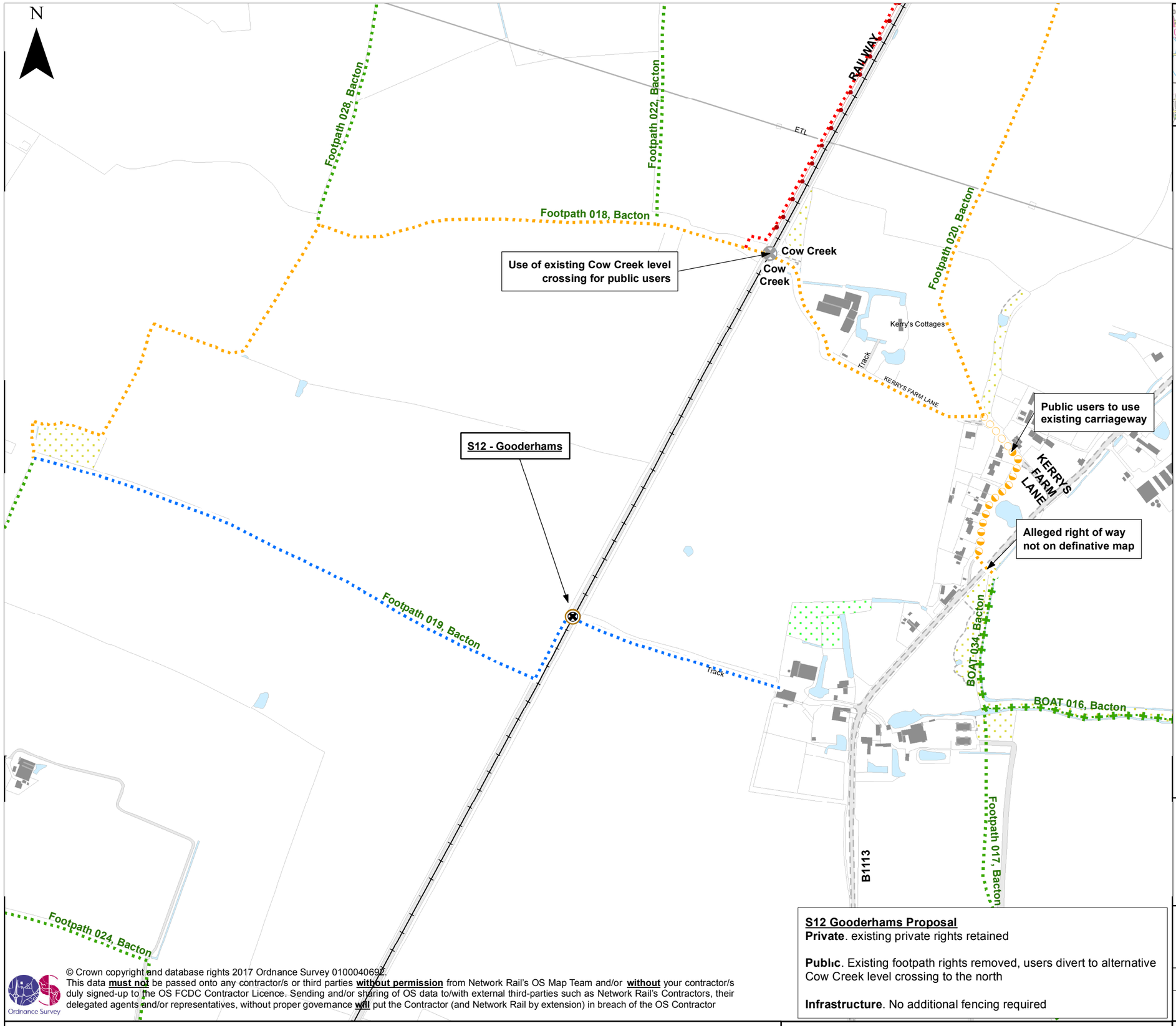

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S12 Gooderhams Proposal

Private. existing private rights retained

Public. Existing footpath rights removed, users divert to alternative Cow Creek level crossing to the north

Infrastructure. No additional fencing required

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S12 - Gooderhams
Suffolk - Bacton CP
Post Code IP144HH

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S12-GEN-005

0 0.125 0.25 Kilometers

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Proposed 2m wide field boundary footpath: Type P1

Proposed footbridge over ditch: Type S-B1

S69 - Bacton

Ball stop netting to be installed to match existing - length 10m

Proposed 2m wide field boundary footpath: Type P1

S13 - Fords Green

Proposed 2m wide in field margin footpath: Type P1

Use of existing Cow Creek level crossing

Footpath 013, Bacton

Footpath 023, Bacton

Footpath 022, Bacton

Footpath 014, Bacton

Footpath 018, Bacton

Footpath 020, Bacton

Footpath 044, Cotton

PARKERS ROAD

B1113

SWILLTUB LANE

RAILWAY

ETL

Play Area

Moat

Club House

Brickwall Barn

Guide Post

House Field

Bramare

Broadlands

Long Meadow

Vander

Dragons

The Oaks

Cow Creek

Cow Creek

Kerry's Cottages

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S13 Fords Green Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to alternative Cow Creek level crossing to the south

Infrastructure: Proposed fencing type F4 to go north to S69 Bacton level crossing and 50m south of level crossing on the east side of the railway
Proposed fencing on the west side of the railway to run south along Network Rail boundary to Cow Creek level crossing and 50m north level crossing: Type F4

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S13 - Fords Green
Suffolk - Bacton CP
Post Code IP144HN

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S13-GEN-005

0 0.125 0.25 Kilometers

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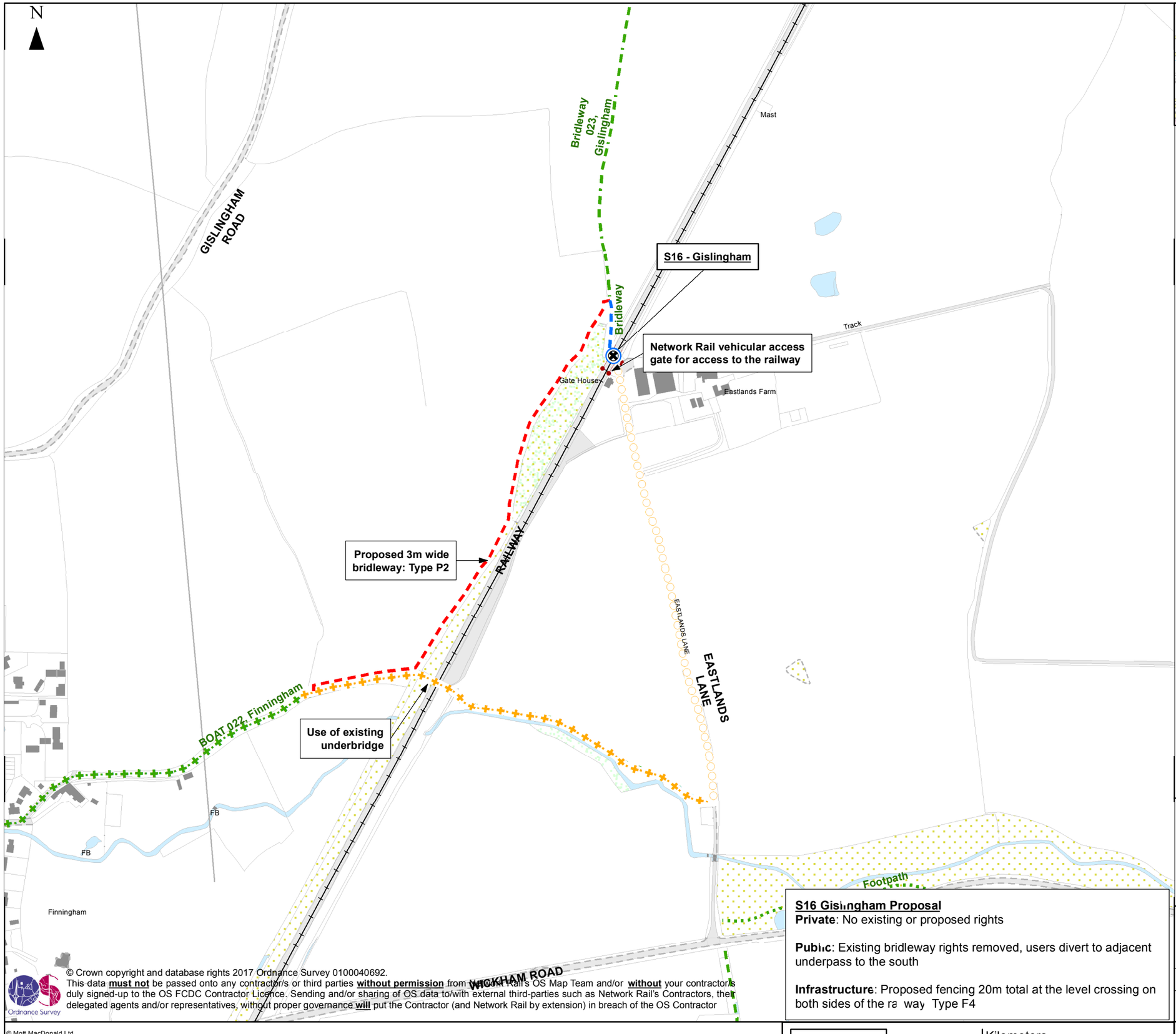

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S16 Gislingham Proposal

Private: No existing or proposed rights

Public: Existing bridleway rights removed, users divert to adjacent underpass to the south

Infrastructure: Proposed fencing 20m total at the level crossing on both sides of the railway Type F4

S16 - Gislingham
Suffolk - Finningham CP
Post Code IP144HX

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S16-GEN-005

0 0.1 0.2 Kilometers

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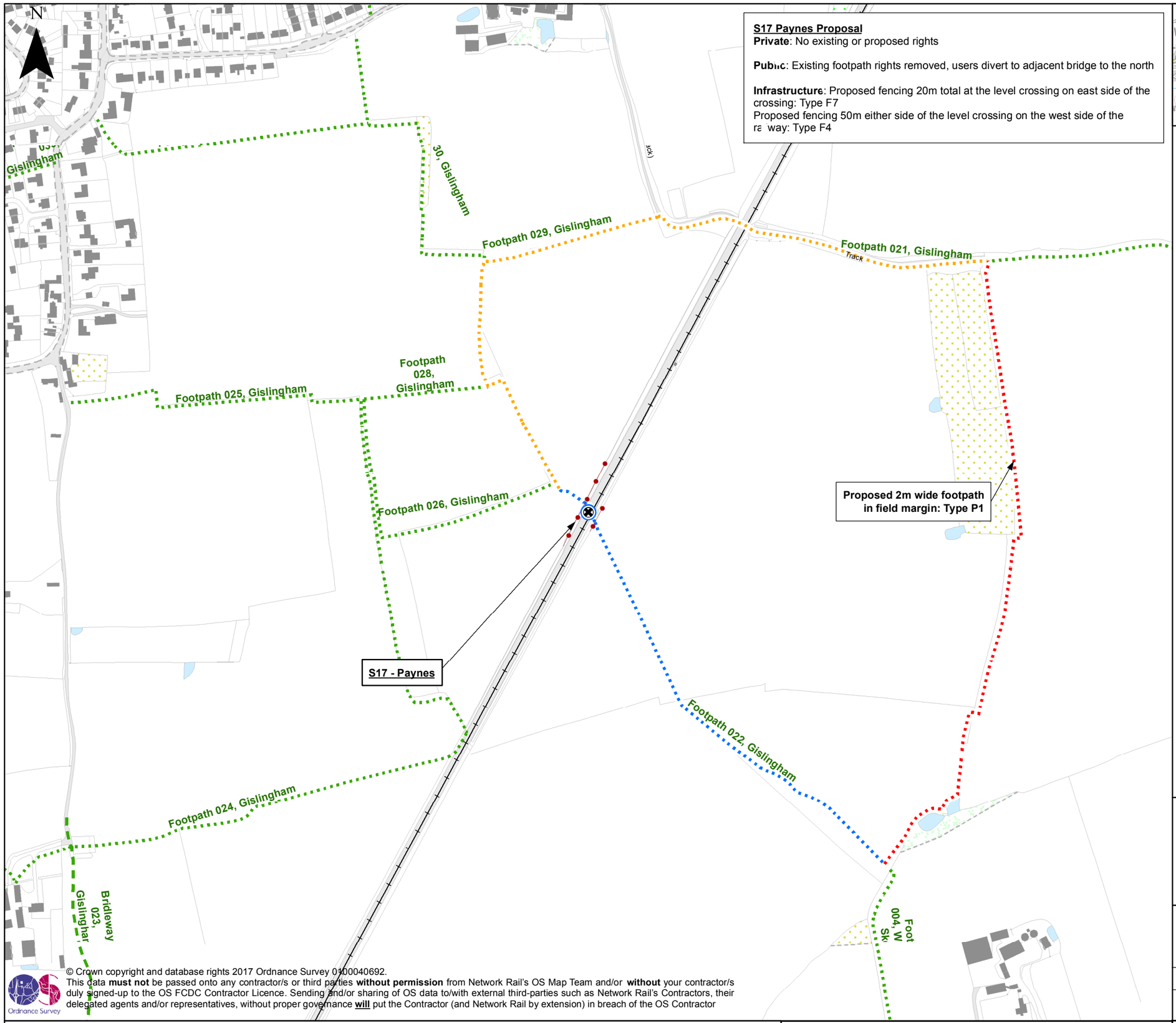

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

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Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S17 - Paynes
Suffolk - Gislingham CP
Post Code IP238JE

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S17-GEN-005

0 0.1 0.2 Kilometers

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N

S18 Cow Pasture Lane
Private: No existing or proposed rights

Public: Existing Byway Open to all Traffic to be downgraded to a bridleway.

Infrastructure: No additional fencing required
Additional bridleway infrastructure to be provided

S21 - Abbotts

S18 - Cow Pasture Lane

Mellis
Beecroft
Rectory Road
Footpath 001, Mellis (part)
Footpath 010, Mellis
Footpath 008, Mellis
Footpath 006, Mellis
Footpath 003, Yaxley
BOAT 011, Mellis
Footpath 007, Mellis
BOAT 006, Thornham Parva
Footpath 001, Thornham Parva
Footpath 004, Thornham Parva
Footpath 005, Thornham Parva
Footpath 002, Thornham Parva
Footpath 003, Thornham Parva
Orchard Cottage
Teazles
Saddlers
Merlin House
Cottage
Garneys
Laurels
The Cottage
Falcon
Willow Coach
Christmas
The Granary
White House Farm
Ashtree Farm
Easter Barn
Sunnyside
Old Railway
Railway Tavern
Zodiac House
Station Hotel
Hall
The
Junction
LB
The Old
Lockwood
Whitegates
Limes
Stanford House
Robinsons Mill
Robinsons Close
Bullocks Farm
Rychtle
Earlsford House
Manor Lodge
Sylvan House
Orion House
Moat
Kessariani
Chestnut
Poultry Houses
Parsonage
Rectory Farm
Oak Lodge
Paddock
Troiters
Kingfisher Barn
Pasture
Crossing
Thatch
Elmroyd
Breccles
Earlsford Road
Crooked
Track
Meadow
Wheelwrights

SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

Footpath (public)
Byway open to all traffic (public)
Bridleway (public)
Road / Track (private)
Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

Footway Available
Motorised Only Diversion Route
Verge Available (No Footway)
Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

No change and not part of diversion
Use of existing right of way as part of diversion
Change of status to existing right of way
Closure of existing right of way
Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

Fencing (tie into existing)
Gates
Bridges
Footway
Future developments by Third Party projects where planning details are available
Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S18 - Cow Pasture Lane
Suffolk - Mellis CP
Post Code IP238EF

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S18-GEN-005

0 0.175 0.35 Kilometers

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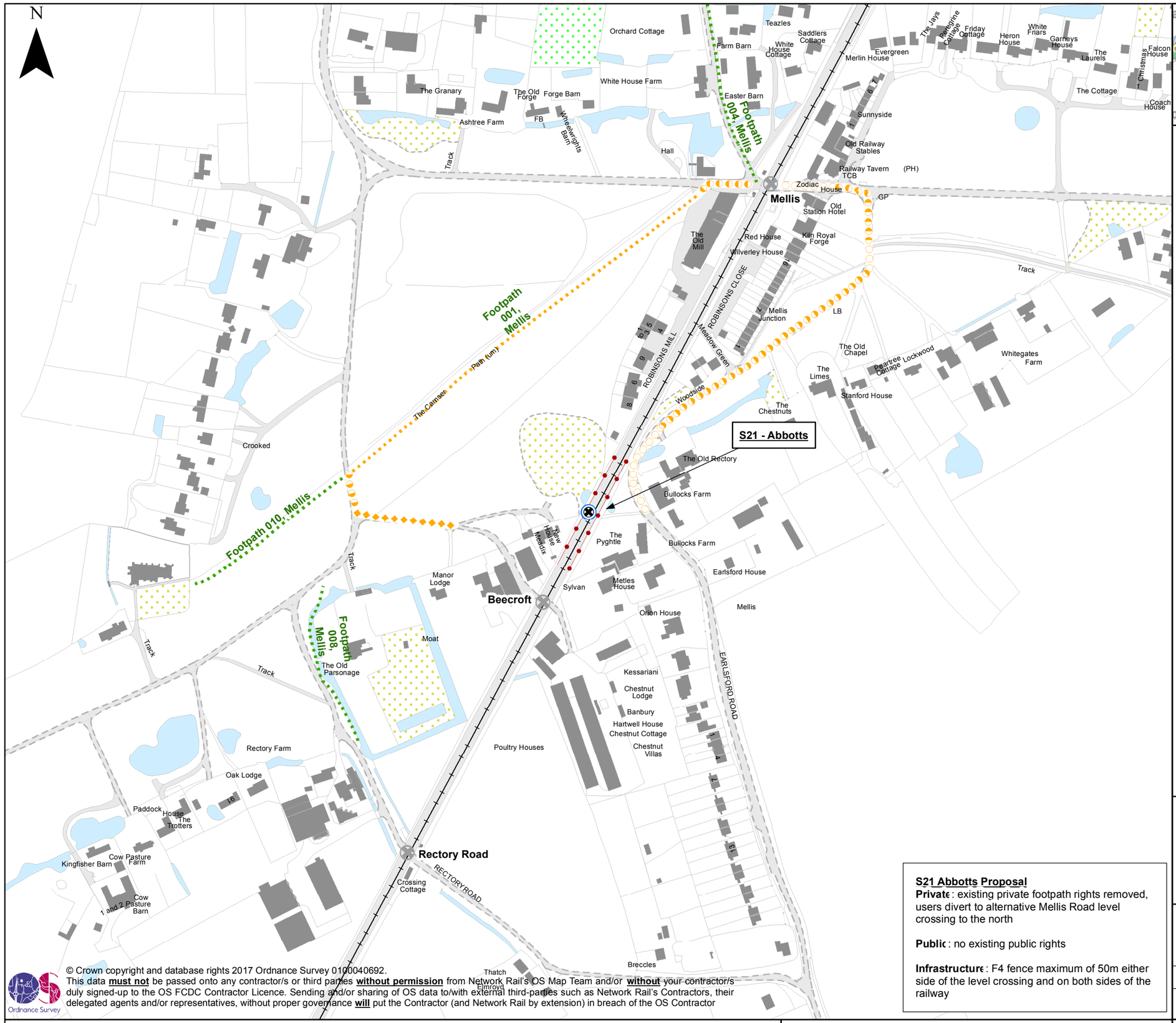

S21 Abbotts Proposal

Private: existing private footpath rights removed, users divert to alternative Mellis Road level crossing to the north

Public: no existing public rights

Infrastructure: F4 fence maximum of 50m either side of the level crossing and on both sides of the railway

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S21 - Abbotts
Suffolk - Mellis CP
Post Code IP238DN

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S21-GEN-005

0 0.075 0.15 Kilometers

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SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S22 - Weatherby

Remove tactile paving and add tarmac footway

Remove 4.5m of existing 2m wide tarmac footway and provide grass reinstatement

Remove 30m of existing 2.25m wide tarmac footway and provide grass reinstatement

Use of existing underbridge with provision of new handrails to be discussed further with Suffolk County Council

Pedestrian Network Rail access gate

S22 Weatherby Proposal
Private: No existing or proposed rights

Public. No existing or proposed rights

Permissive: Existing permissive rights removed, users divert to adjacent New Cheveley Road underbridge to the west

Infrastructure: Proposed fencing to replace access gate of the level crossing on both sides of the railway: Type F9

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S22 - Weatherby
Suffolk - Newmarket CP
Post Code CB8 8BT

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

0 0.075 0.15 Kilometers

Scale at A3
NTS

Drawing No.
MMD-367516-S22-GEN-005

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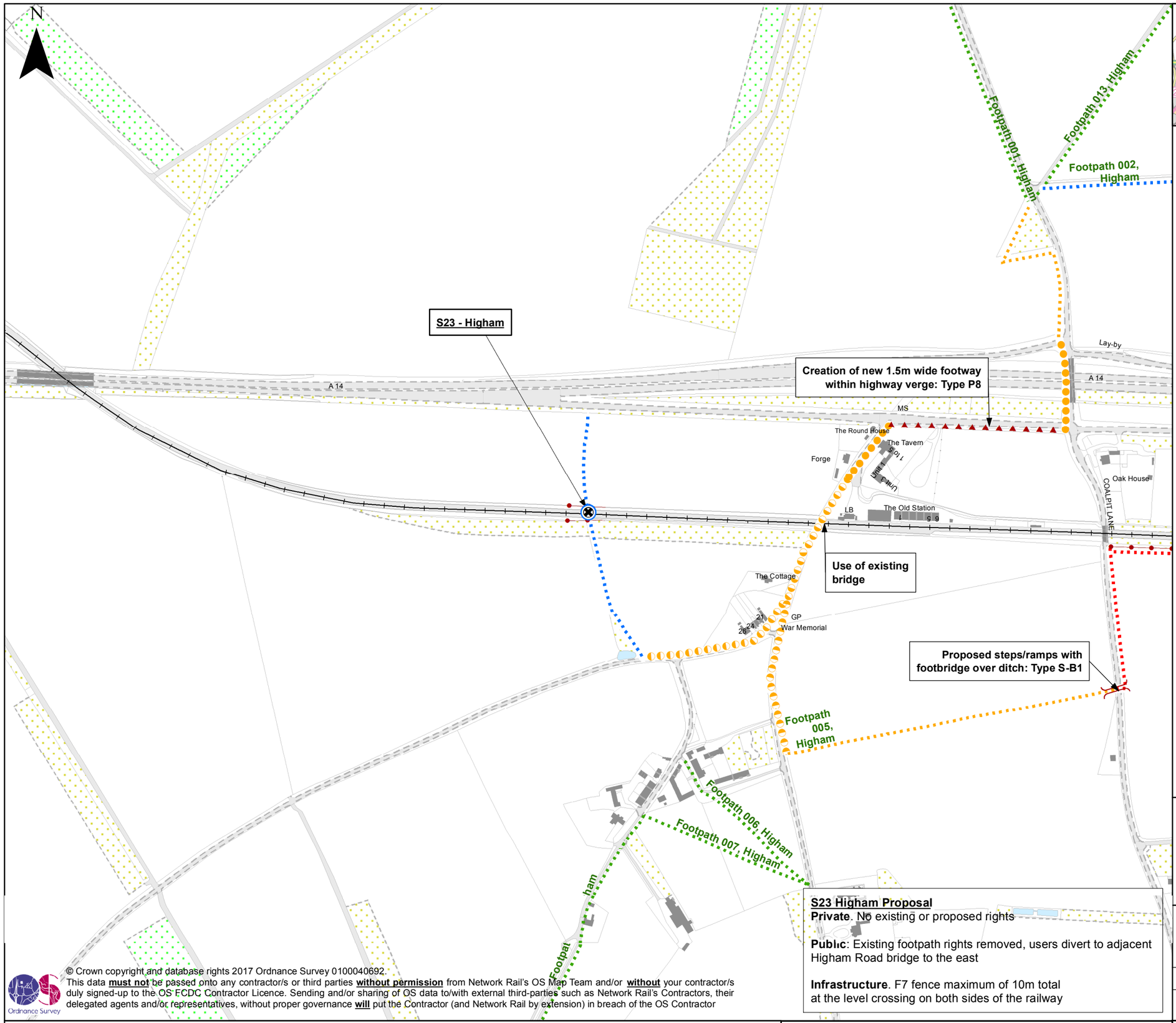

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S23 - Higham
Suffolk - Higham CP
Post Code IP286NJ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S23-GEN-005

0 0.125 0.25 Kilometers

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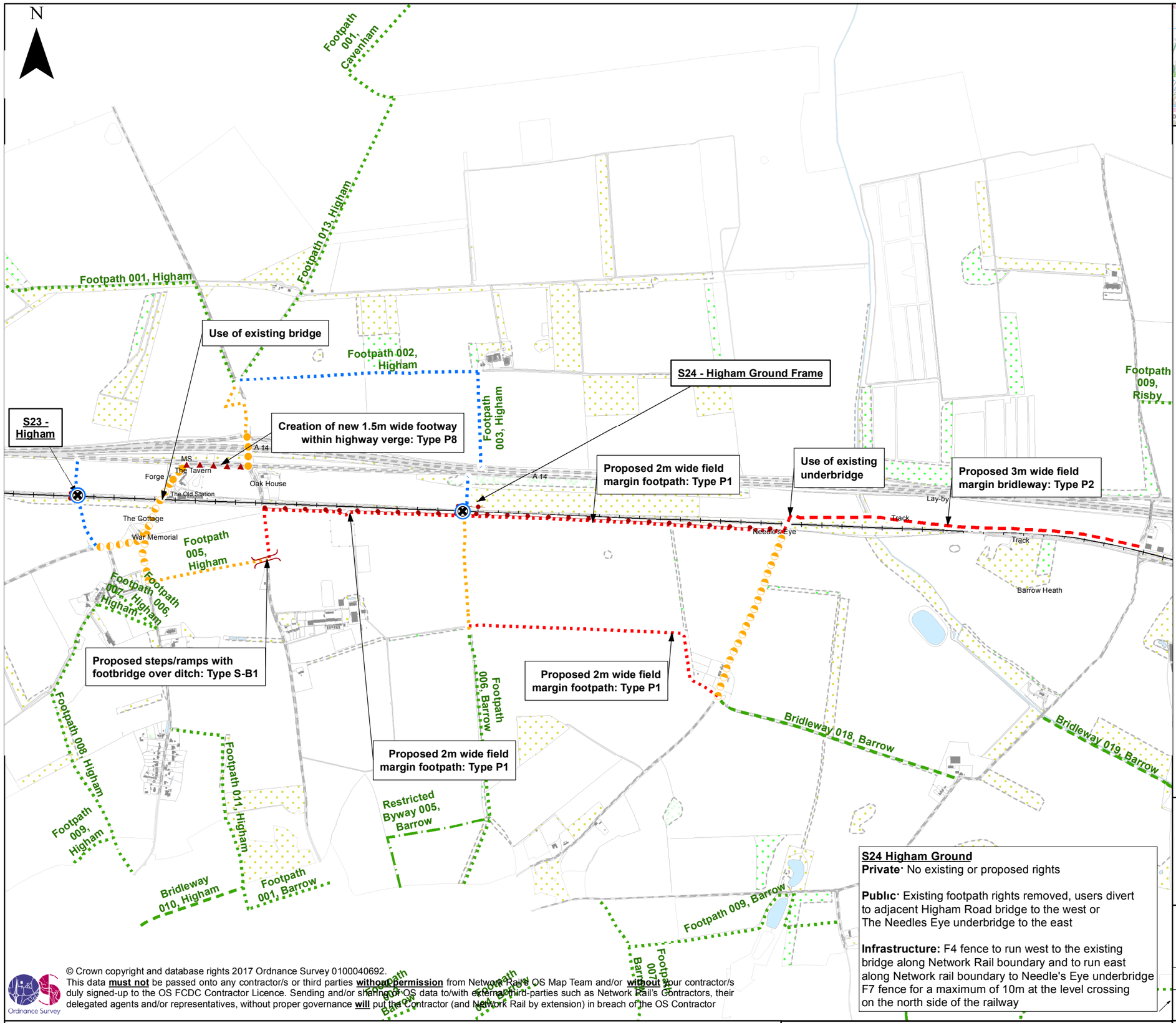

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S24 Higham Ground

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Higham Road bridge to the west or The Needles Eye underbridge to the east

Infrastructure: F4 fence to run west to the existing bridge along Network Rail boundary and to run east along Network rail boundary to Needle's Eye underbridge F7 fence for a maximum of 10m at the level crossing on the north side of the railway

Network Rail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S24 - Higham Ground Frame
Suffolk - Barrow CP
Post Code IP286NS

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S24-GEN-005

0 0.35 0.7 Kilometers

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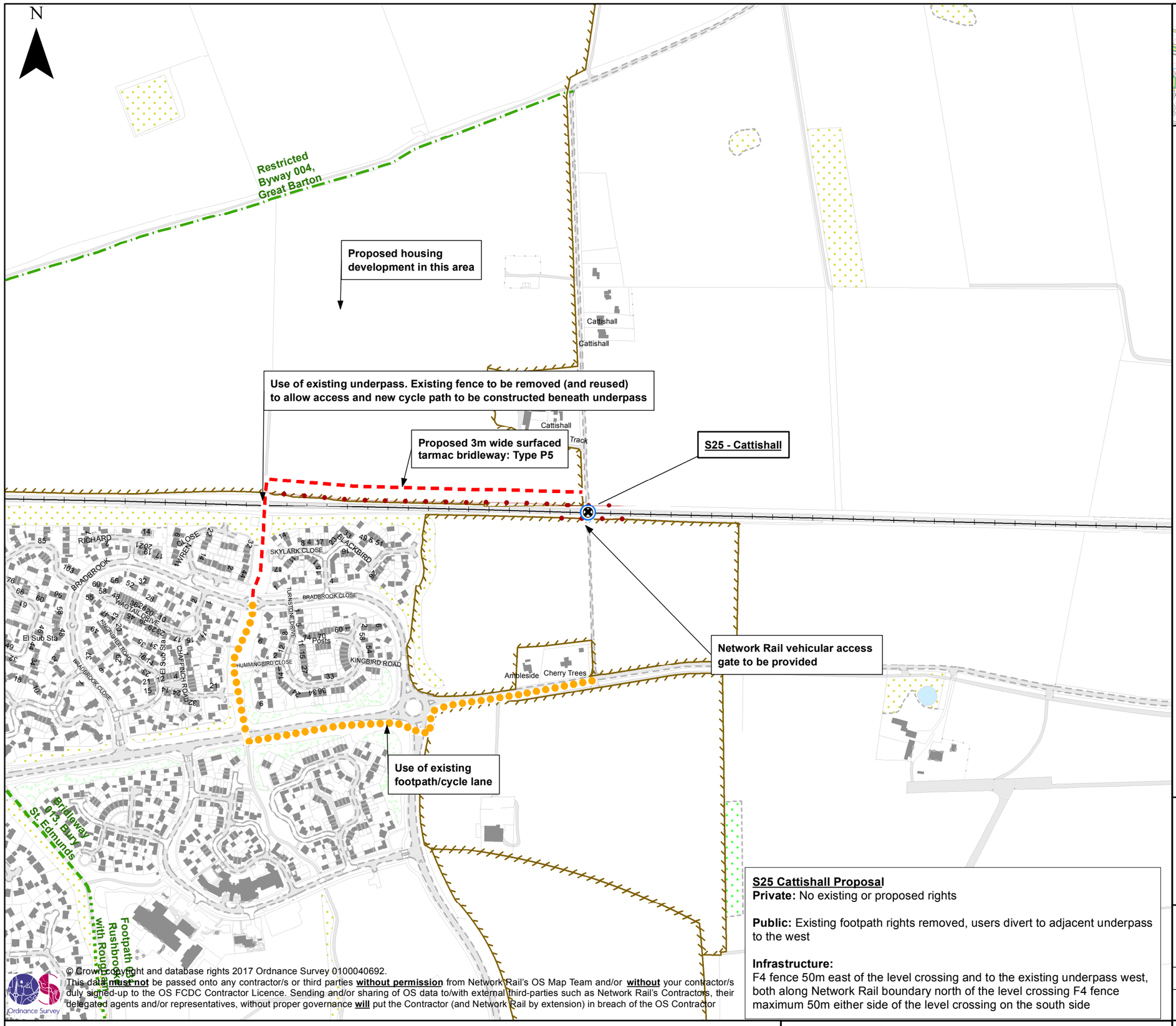

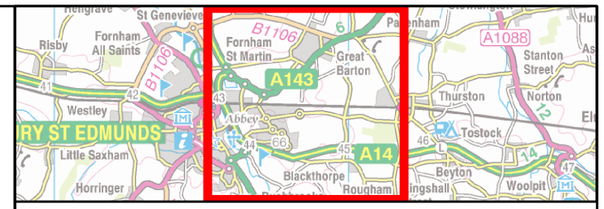

SECTION 1: LEVEL CROSSINGS

Rights to be modified as part of this project

Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S25 Cattishall Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underpass to the west

Infrastructure:
F4 fence 50m east of the level crossing and to the existing underpass west, both along Network Rail boundary north of the level crossing F4 fence maximum 50m either side of the level crossing on the south side

Ordnance Survey

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S25 - Cattishall
Suffolk - Great Barton CP
Post Code IP312QU

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

0 0.125 0.25 Kilometers

Scale at A3
NTS

Drawing No.
MMD-367516-S25-GEN-005

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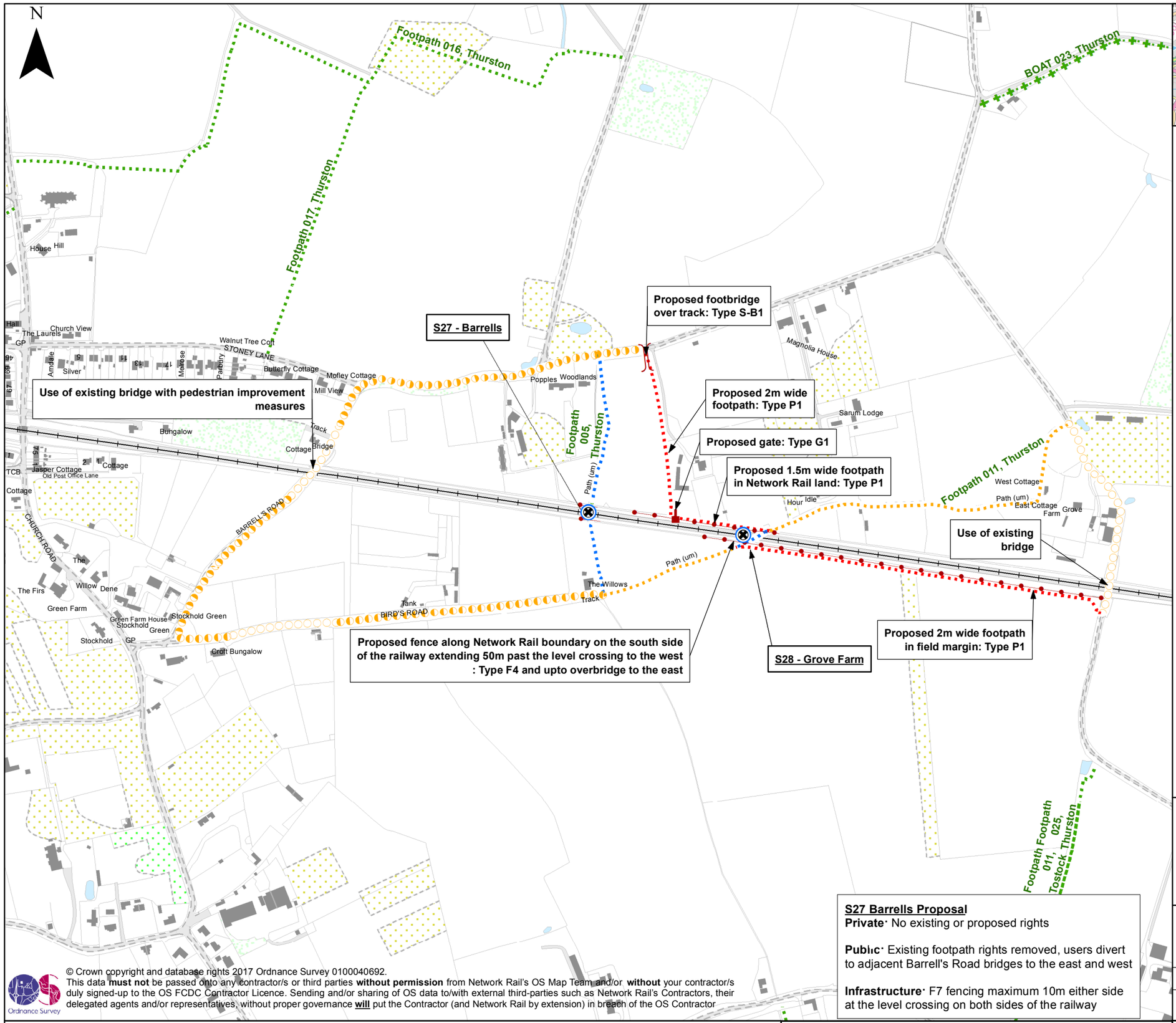

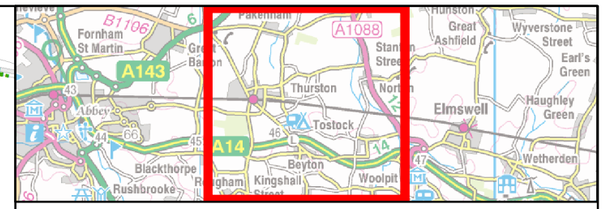

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S27 Barrells Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Barrell's Road bridges to the east and west

Infrastructure: F7 fencing maximum 10m either side at the level crossing on both sides of the railway

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S27 - Barrells
Suffolk - Thurston CP
Post Code IP313RJ

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S27-GEN-005

0 0.125 0.25 Kilometers

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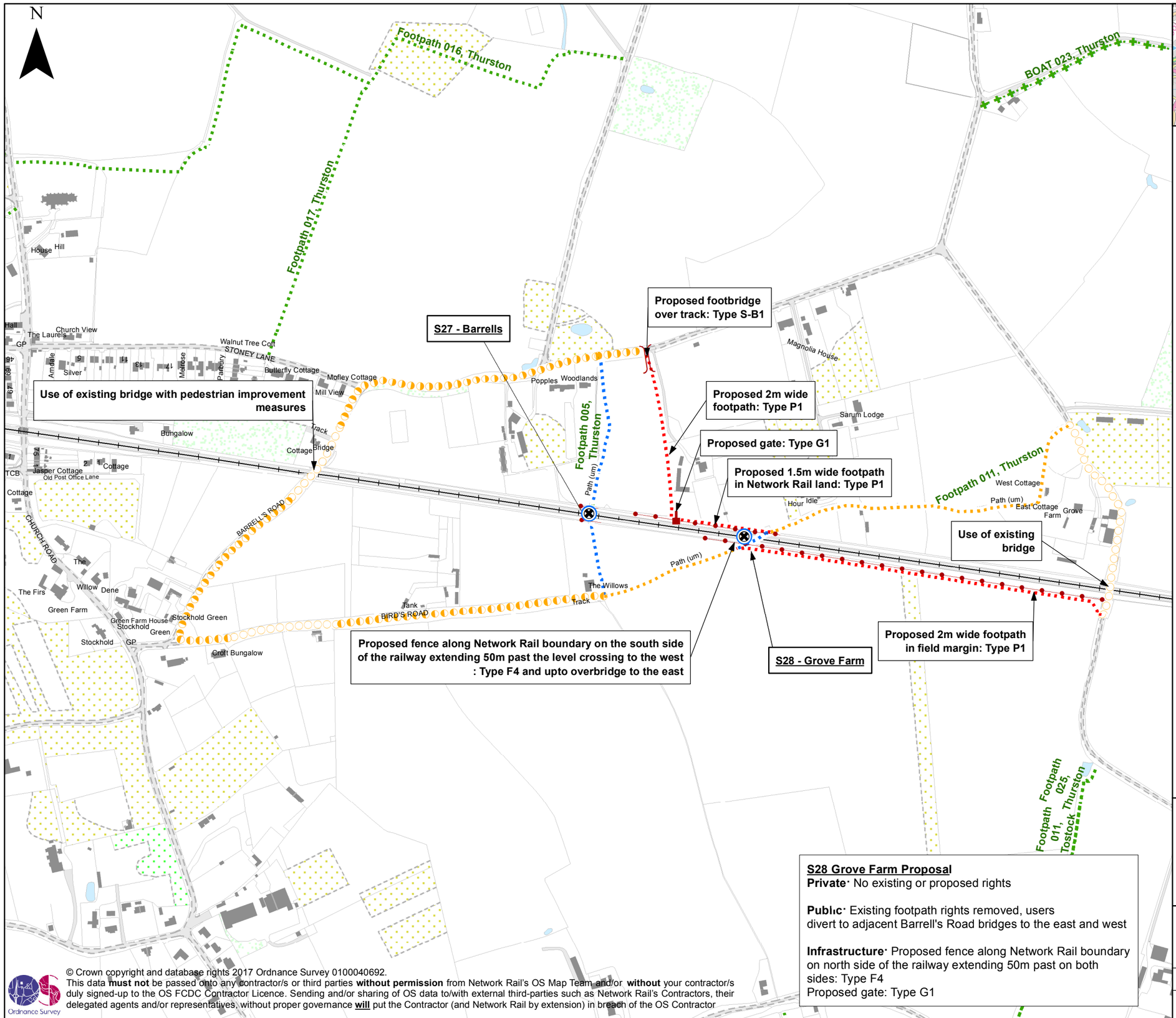

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S28 Grove Farm Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Barrell's Road bridges to the east and west

Infrastructure: Proposed fence along Network Rail boundary on north side of the railway extending 50m past on both sides: Type F4
Proposed gate: Type G1

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S28 - Grove Farm
Suffolk - Thurston CP
Post Code IP313SF

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S28-GEN-005

0 0.125 0.25 Kilometers

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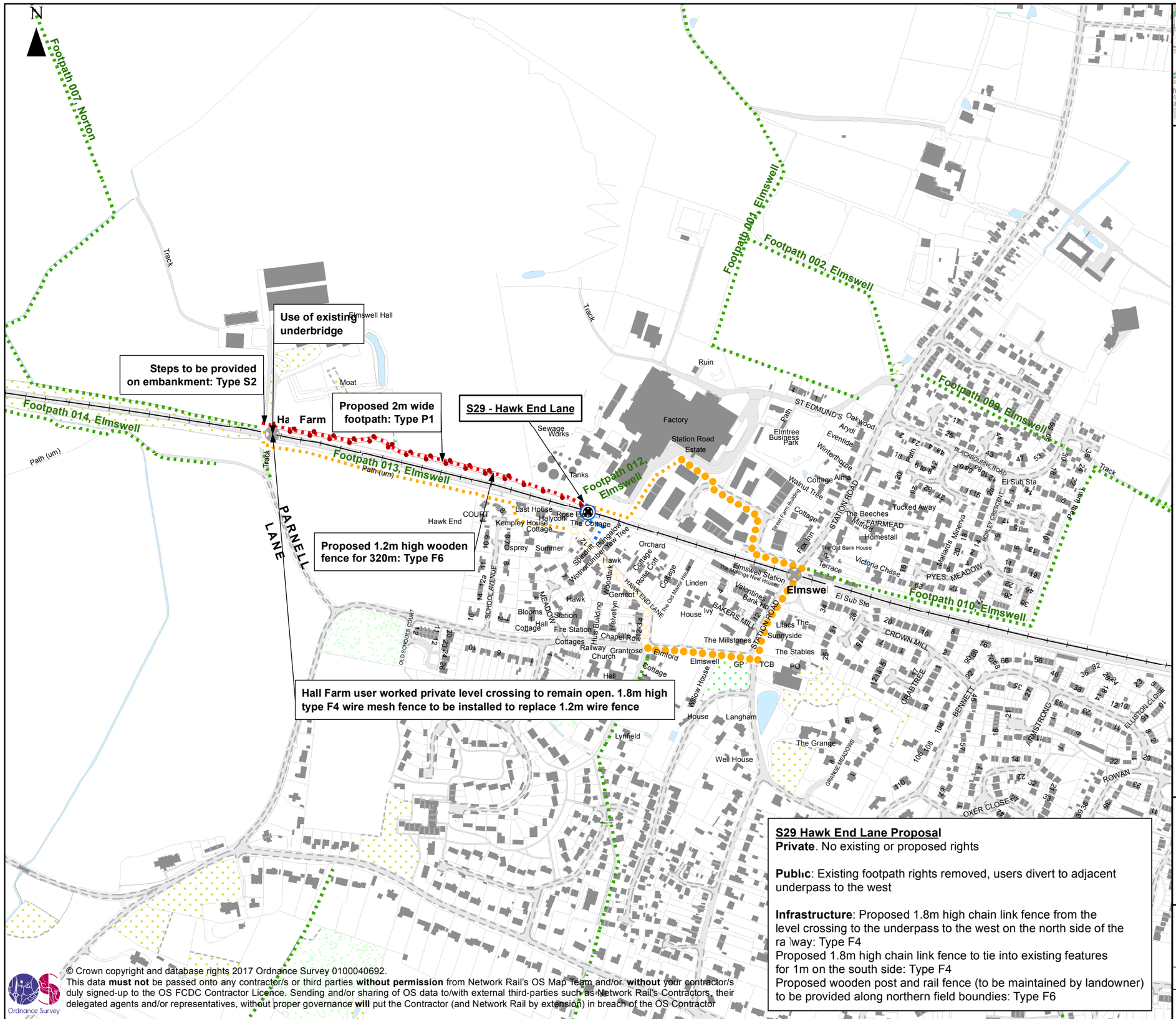

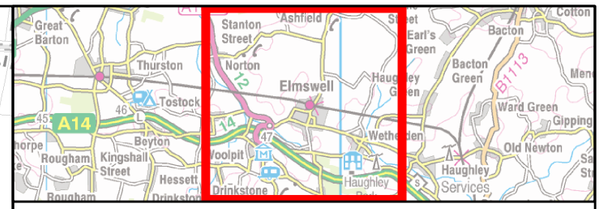

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Future developments by Third Party projects where planning details are available
- Gates
- Bridges
- Railway
- Footway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S29 Hawk End Lane Proposal

Private. No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent underpass to the west

Infrastructure: Proposed 1.8m high chain link fence from the level crossing to the underpass to the west on the north side of the railway: Type F4
Proposed 1.8m high chain link fence to tie into existing features for 1m on the south side: Type F4
Proposed wooden post and rail fence (to be maintained by landowner) to be provided along northern field boundies: Type F6

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S29 - Hawk End Lane
Suffolk - Elmswell CP
Post Code IP309ED

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S29-GEN-005

0 0.125 0.25 Kilometers

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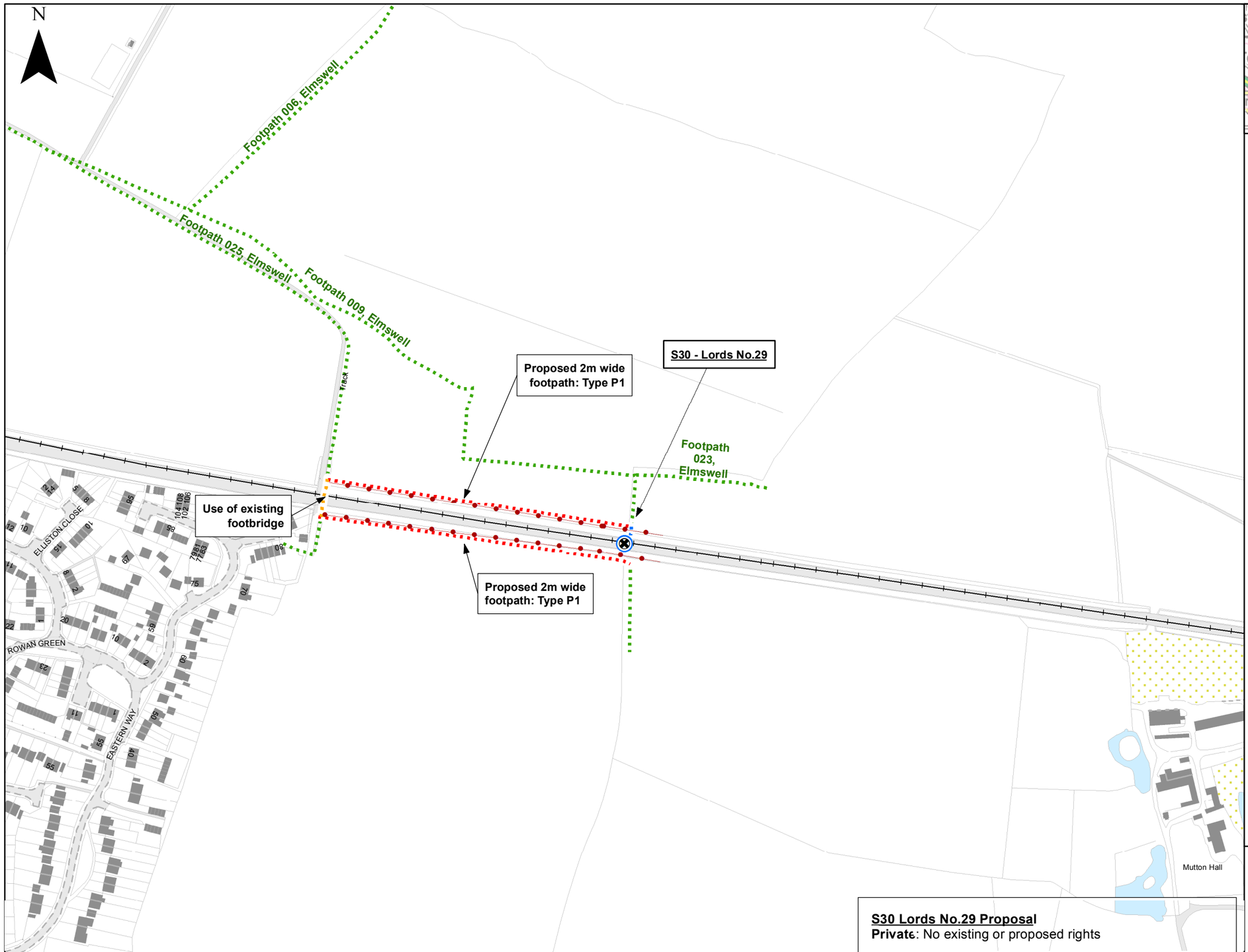

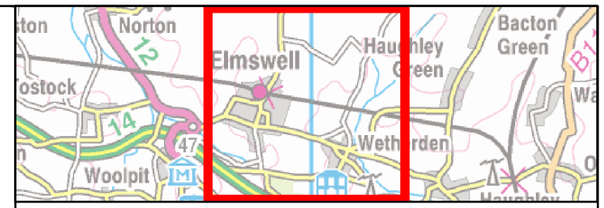

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S30 Lords No.29 Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to alternative footbridge to the west

Infrastructure: Proposed fencing to run from 10m past the level crossing to the east along Network Rail boundary to the the footbridge to the west on both sides of the railway: Type F4

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S30 - Lords No.29
Suffolk - Elmswell CP
Post Code IP309UD

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S30-GEN-005

0 0.075 0.15 Kilometers

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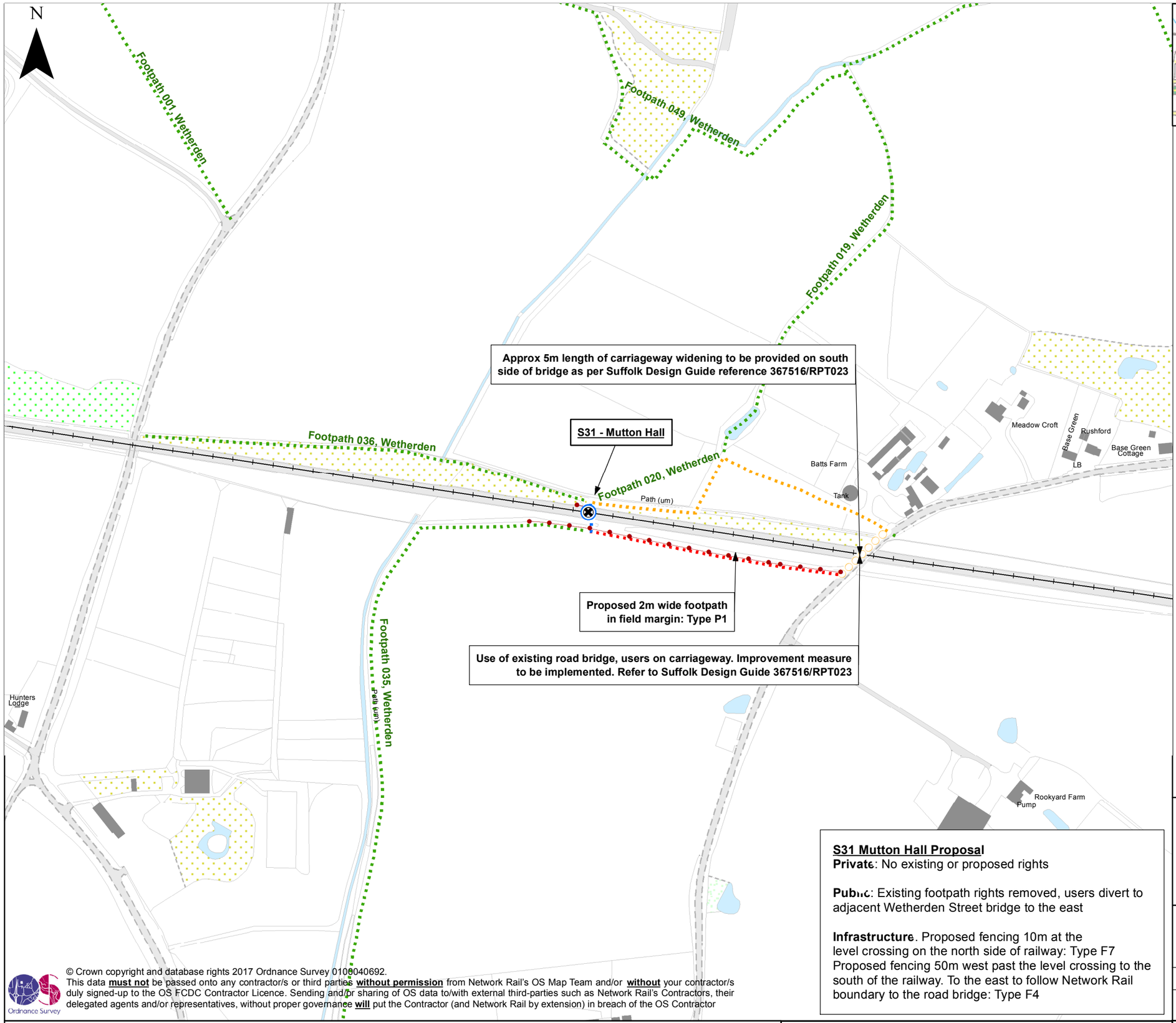

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Bridleway (public)
- Restricted byway (public)
- Byway open to all traffic (public)
- Road / Track (private)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)
- Motorised Only Diversion Route

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S31 Mutton Hall Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Wetherden Street bridge to the east

Infrastructure. Proposed fencing 10m at the level crossing on the north side of railway: Type F7
Proposed fencing 50m west past the level crossing to the south of the railway. To the east to follow Network Rail boundary to the road bridge: Type F4

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S31 - Mutton Hall
Suffolk - Wetherden CP
Post Code IP143LS

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S31-GEN-005

0 0.075 0.15 Kilometers

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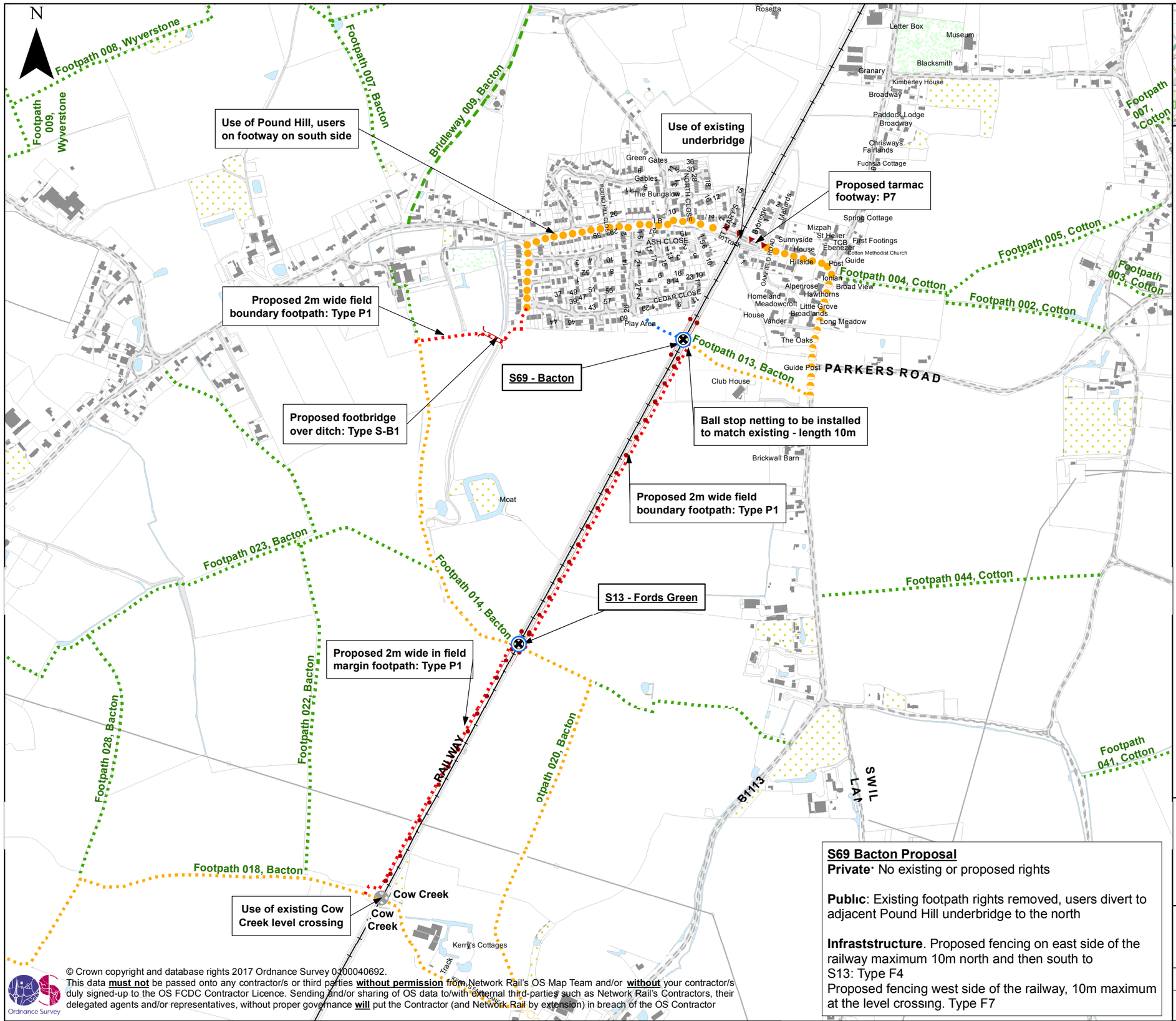

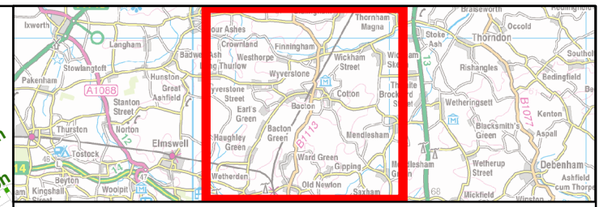

SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Available
- Motorised Only Diversion Route
- Verge Available (No Footway)
- Carriageway Available (No Footway or Verge)

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Use of existing right of way as part of diversion
- Change of status to existing right of way
- Closure of existing right of way
- Creation of new right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE (Indicative features)

- Fencing (tie into existing)
- Gates
- Bridges
- Footway
- Future developments by Third Party projects where planning details are available
- Railway

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.
2. This drawing should be read in conjunction with the Suffolk Design Guide (Ref: 367516/ RPT023) which contains details of the infrastructure types referred to in this drawing.

S69 Bacton Proposal

Private: No existing or proposed rights

Public: Existing footpath rights removed, users divert to adjacent Pound Hill underbridge to the north

Infraststructure. Proposed fencing on east side of the railway maximum 10m north and then south to
S13: Type F4
Proposed fencing west side of the railway, 10m maximum at the level crossing. Type F7

NetworkRail

MOTT MACDONALD

Anglia Level Crossing Reduction Strategy

Design Freeze Proposals

S69 - Bacton
Suffolk - Bacton CP
Post Code IP14 4NS

Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
P3A	Mar 2017	For Information	WC	SRP	SJT	JAS

Scale at A3
NTS

Drawing No.
MMD-367516-S69-GEN-005

0 0.175 0.35 Kilometers

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