

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (INQUIRIES  
PROCEDURE) RULES 2004**

**THE NETWORK RAIL  
(SUFFOLK LEVEL CROSSING  
REDUCTION)  
ORDER**

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**APPENDIX**

**TO PROOF OF EVIDENCE OF  
ANDREW KENNING**

Document Reference	NR30/2
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**TAB 1**









## Route Requirements Document Suffolk Phase 1 & 2 TWAO – Mainline & Branchline

Route Requirements Document Template ref: NR/PSE/FRM/0240, Issue 03, 20th March 2014

**Prepared by : Asset Engineer (level crossings)**

  
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..... Date: 13<sup>th</sup> January 2015  
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..... Date: 13<sup>th</sup> January 2015  
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..... Date: 13<sup>th</sup> January 2015  
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Management**

  
..... Date: 30/11/2015  
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## Document History

Issue	Date	Originator	Modification
1.0	13-01-15	AK	Initial issue

## Endorsement

The information contained within this Route Requirements Document has been produced with the approval of the following Route Asset Managers:

Discipline	Name	Title	Signature	Date
Earthworks	Ian Payne	Senior Asset Engineer	Not required for this RRD as there is no earthworks involved.	n/a
E & P	Carl Hunt	Route Asset Manager		
Gauging	Steve Valentine	Senior Asset Engineer	Not required for this RRD as no gauging is involved.	n/a
Signalling	Mike Essex	Route Asset Manager		
Structures	Anthony Dewar	Route Asset Manager	Not required for this RRD as there is no structures involved.	n/a
Telecoms	Andy Coleman	Senior Asset Engineer		
Track	Nigel Wilson	Route Asset Manager		



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## 1 Purpose

The purpose of this RRD is to further develop the opportunity to close level crossings on Anglia Route within the county of Suffolk. This RRD is to cover crossings that can be diverted or extinguished without the need to build bridges or large structures. These diversions or extinguishments shall be carried out using compulsory powers obtained by means of a Transport & Works Act Order.

### 1.1 Background Information

An over arching CRD has been produced to explain in detail the Anglia Route strategy for achieving a crossing reduction in CP5. This also explains the different phases of the strategy, separate RRDs are to be produced for each county.

### 1.2 Stakeholders

The following stakeholders have been identified:

Name	Role	Contact
Suffolk County Council	Highway authority	Kerry Alan 07595090311 <a href="mailto:kerry.allen@suffolk.gov.uk">kerry.allen@suffolk.gov.uk</a> Steve Kerr <a href="mailto:steve.kerr@suffolk.gov.uk">steve.kerr@suffolk.gov.uk</a>
Mid Suffolk District Council	District Council	
Ipswich District	District Council	
Babergh District	District Council	
St Edmundsbury District	District Council	
Office of Rail Regulator	Governing Body	Tom Wake 07798932452 <a href="mailto:Tom.Wake@orr.gsi.gov.uk">Tom.Wake@orr.gsi.gov.uk</a>
Environment Agency	Statutory consultee (flood risk etc.)	<a href="mailto:corperate.services@environment-agency.gov.uk">corperate.services@environment-agency.gov.uk</a>
Natural England	Statutory consultee (environment)	<a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>
Steve Day	Liabilities Negotiations Advisor	07515624312
Katie Brown	Land Consents	07713301739
Hannah Briggs	Public Relations Manager	07850407340
Richard Schofield	Route Director (Anglia)	07880740567
Eliane Algaard	Director of Route Asset Management	07702913224
Carl Hunt	Route Asset Manager (E&P)	07733126578
Mike Essex	Route Asset Manager (Signalling)	07979540804



Name	Role	Contact
Nigel Wilson	Route Asset Manager (Track)	07767644024
Dave Flatman	Route Telecoms Engineer	07799864214
Shenel Bullock	Level Crossing Manager	07515626517
Dan Fisk	Level Crossing Manger	07713300996
Jason Burman	Level Crossing Manger	07825258524
Darren Lincoln	Level Crossing Manger	07824411923
John Pittuck	Level Crossing Manger	07702912709
Tom Paget	Level Crossing Manger	07808245670
Clair MacFarlane	Level Crossing Manger	07920856999
Sean Cronin	Sponsor	07825969553
The Ramblers	User Group (walkers)	Varies extensively by district
Sustrans	User Group (promoting non-motorised transport)	Nigel Brigham (Regional) <a href="mailto:nigel.brigham@sustrans.org.uk">nigel.brigham@sustrans.org.uk</a> Kris Radley (Essex) <a href="mailto:kris.radley@sustrans.org.uk">kris.radley@sustrans.org.uk</a>
Essex Bridleways Association	User Group (equestrians)	Julia Wilson <a href="mailto:juliawilson012@hotmail.co.uk">juliawilson012@hotmail.co.uk</a> Mick Brash <a href="mailto:mickbrash@tiscali.co.uk">mickbrash@tiscali.co.uk</a>
Open Spaces Society	User Group (promoting access to land)	Christine Hunter <a href="mailto:christinehunter@oss.gov.uk">christinehunter@oss.gov.uk</a>
Auto Cycle Union	User Group (motor vehicles)	<a href="mailto:admin@acu.org.uk">admin@acu.org.uk</a>

## 2 General Description of the Route

### 2.1 Route Objectives (Problem Statement)

#### Closure difficulties

Public footpaths and bridleways can be closed by rail crossing diversion or extinguishment orders (expedient in the interests of public safety) or normal public path orders (diversion to make more commodious/better serve the landowner/not necessary). However, all of these are subject to challenge which can result in public inquiry, where success is not guaranteed. This is therefore a risky and time-consuming strategy. The legal costs of a basic application are around £3k–4k.

All public highways can be closed or downgraded by application to a magistrate's court, on the grounds that they are not needed for public use, or should be diverted. Again, this is risky as there is no guarantee magistrates will agree to make an Order. Cost of an application about £3k.

### 2.2 Route Definition

The best way to close public highways is through a Transport and Works Act Order. In that way, all proposed changes and consents can be consulted in advance, bridges provided where appropriate, and we can argue using the greater public benefit of improved rail

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services.

The LTN1 route is the main line between London & Norwich, this route is planning a major upgrade that would see the line speed increase beyond its current 100mph, and this project has been named 'Norwich in 90'.

Footpath crossings on the LTN1 lines have the potential to have their maximum permissible speed increased beyond 100mph and this is not permitted unless they are fitted with warning devices. Some of the crossings listed in this remit are affected by this proposed speed increase and some are subject to increased freight traffic. The proposed freight traffic will utilise trains up to 775metres in length, this causes problems when held at signals where the train may standback over level crossings.

The other ELRs covered in this RRD are all within the Suffolk County and would benefit from reducing the footpath crossings. These have been included in this RRD as they have been identified already as having an alternative available.

There are a number of footpath crossings on the LTN1 & CCH lines on routes throughout Suffolk County which have the opportunity to be diverted or extinguished from crossing the railway line at grade to a grade separated crossing point.

Each crossing listed in section 2.3 shall have the following assessments carried out and providing that it can be achieved, the next assessment shall be carried out;

1. The diversion assessed for build ability based on the potential users and their physical abilities. This may be determined by other physical features along the footpath such as the presence of stiles or steps.
2. Diversity impact assessment needs to be carried out (to be completed by Network Rail team).
3. A brief design shall be produced to capture the alterations required.
4. Land clearance application made and approved.
5. The cost of each diversion shall be created against the design. These costs shall include recovery of all the current crossing assets (including whistle boards if fitted) and making good the boundary fencing to ensure there are no trespass issues following the diversion. Costs shall also include if any alterations required to the OLE (this shall be indicative at this stage, AIP shall be produced at GRIP3).
6. Environmental impact assessment for the impact of the diversion / extinguishment / downgrading.
7. Pre-Consultation for the diversion / extinguishment.
8. It is assumed that the diversions can be carried out within the Network Rail land ownership boundary. If not then land owner consent will be required for route of public path.
9. If land consents are required a land search shall be completed to identify the land owner/s.

## 2.3 Boundaries and Relationships

<b>Strategic Route:</b>	D
<b>Route Number:</b>	

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<b>Operating Route:</b>	Anglia
<b>ELR and Mileage:</b>	LTN1, CCH, ESK, FEL, SUD
<b>OS Ref:</b>	
<b>Asset Type:</b>	Level crossing
<b>Asset Address (if applicable):</b>	

The crossings within this remit are as follows;

### Phase 1 - Mainlines

<b>Name</b>	<b>Location</b>	<b>Type</b>	<b>Status</b>	<b>Proposal</b>
Buxton Wood	LTN1 63m 24ch	FPS	Public Footpath	Diversion
Island	LTN1 64m 04ch	FPS	Public Footpath	Diversion
Pannington Hall	LTN1 65m 69ch	FPS	Public Footpath	Diversion
Daines-Mayhew	LTN1 72m 75ch	FPS	Public Footpath	Diversion
Broomfield	LTN1 74m 14ch	FPS	Public Footpath	Extinguishment
Stacpool	LTN1 75m 70ch	FPS	Public Footpath	Diversion
Willow Walk	LTN1 77m 55ch	FPS	Public Footpath	Extinguishment <sup>1</sup>
Gypsy Lane	LTN1 77m 64ch	FPG	Public Footpath	Bridge / Subway
Leggetts	LTN1 84m 29ch	FPS	Public Footpath	Extinguishment
Gooderhams	LTN1 84m 77ch	UWC(T) & FPS	Public Footpath & Accommodation	Extinguish private rights Diversion
Fords Green	LTN1 85m 51ch	FPS	Public Footpath	Extinguishment
Steggals	LTN1 86m 68ch	FPO	Public Footpath	Extinguishment <sup>1</sup>
Finningham	LTN1 87m 08ch	FPS	Public Footpath	Extinguishment <sup>1</sup>
Gislingham	LTN1 88m 14ch	FPG	Public Bridleway	Diversion
Paynes	LTN1 88m 72ch	FPS	Public Footpath	Diversion
Cowpasture Lane	LTN1 90m 60ch	BWG	Byway open to all traffic (TRO to Bridleway only)	Downgrade to bridleway <sup>2</sup>
Rectory Road	LTN1 90m 05ch	AHB	Public Road	Downgrade to public footpath or Extinguishment
Beecroft	LTN1 91m 16ch	UWC(T)	Occupation	Compulsory purchase of land served
Abbotts	LTN1 91m 20ch	FPS	Permissive Footpath	Extinguishment
Wetherby	CCH 14m 05ch	FPW	Permissive	Extinguishment
Higham	CCH 21m 56ch	FPS	Public Footpath	Extinguishment
Higham Ground Frame	CCH 22m 49ch	FPS	Public Footpath	Extinguishment

<sup>1</sup> This proposals do not require any solution development, these crossings are shown for the purposes of inclusion in the TWAO in case current closure discussions fail.

<sup>2</sup> This is a formalisation of the current arrangement and no closure solution is required.



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Name	Location	Type	Status	Proposal
Cattishall	CCH 30m 49ch	FPW	Public Footpath	Diversion
Great Barton	CCH 31m 76ch	BWG	Public Bridleway	Creation & Extinguishment <sup>1</sup>
Barrels	CCH 33m 61ch	FPS	Public Footpath	Diversion
Grove Farm	CCH 33m 71ch	FPS	Public Footpath	Diversion
Hawk End Lane	CCH 37m 00ch	FPS	Public Footpath	Extinguishment <sup>3</sup>
Lords No.29	CCH 37m 58ch	FPS	Public Footpath	Extinguishment
Mutton Hall	CCH 38m 38ch	FPS	Public Footpath	Diversion
Haughley Green	CCH 39m 31ch	FPW	Public Footpath	Diversion
Westerfield FP	ESK 72m 05ch	FPS	Public Footpath	Diversion <sup>3</sup>

**Phase 2 – Branchlines**

Name	Location	Type	Status	Proposal
Laceys	ESK 73m 45ch	FPS	Public Footpath	Diversion
Stennetts No.1	ESK 74m 04ch	FPS	Public Footpath	Extinguishment
Stennetts No.2	ESK 75m 09ch	FPS	Public Footpath	Diversion
Gamekeepers	ESK 75m 21ch	FPS	Public Footpath	Diversion
Lox Farm	ESK 75m 60ch	FPS	Public Footpath	Diversion
Martlesham	ESK 77m 22ch	FPS	Public Footpath	Diversion
Notcutts Nursery	ESK 78m 00ch	FPS	Private Footpath	Extinguishment
Melton Bromswell	ESK 81m 28ch	FPS	Public Footpath	Diversion
Ufford No.38	ESK 82m 16ch	UWCT	Accommodation	Diversion
Pettistree	ESK 83m 11ch	FPS	Public Footpath	Diversion
Orchard	ESK 84m 17ch	FPS	Public Footpath	Diversion
Wicken Market	ESK 84m 64ch	FPS	Public Footpath	Diversion
Blaxhall FP	ESK 86m 76ch	FPS	Public Footpath	Extinguishment
Brick Kiln	ESK 90m 30ch	UWCT	Public Highway	Downgrading to public footpath
Saxmundham	ESK 91m 46ch	FPS	Public Footpath	Diversion
Kelsale Red House	ESK 92m 54ch	FPW	Public Footpath	Extinguishment
East Green	ESK 93m 06ch	UWCT	Public Highway	Downgrading to public footpath
Fordly Hall	ESK 93m 49ch	FPS	Public Footpath	Diversion
Bunkers Hill	ESK 97m 58ch	FPS	Public Footpath	Diversion
Mells	ESK 99m 38ch	FPS	Public Footpath	Extinguishment
Turneys	ESK 104m 07ch	FPW	Public Footpath	Extinguishment
Mayfield Low	ESK 104m 28ch	FPS	Public Footpath	Diversion
Redisham	ESK 105m 28ch	FPS	Public Footpath	Diversion

<sup>1</sup> This proposals do not require any solution development, these crossings are shown for the purposes of inclusion in the TWAO in case current closure discussions fail.

<sup>3</sup> This is included in case the current planning application to build a new housing estate and associated footbridge do not happen.



Name	Location	Type	Status	Proposal
Common Lane North	ESK 109m 31ch	UWC	Accommodation	Downgrading to public footpath
Barnby	ESK 113m 22ch	UWCT	Public Highway	Downgrading to public footpath
Hillings Road	ESK 114m 06ch	UWCT	Public Highway	Downgrading to public footpath
Spratts Water	ESK 114m 35ch	UWCT	Public Highway	Downgrading to public footpath
Shepherd & Dog	FEL 77m 39ch	FPW	Public Footpath	Diversion
Levington Heath	FEL 79m 49ch	FPS	Public Footpath	Diversion
Thorpe Grove	FEL 81m 31ch	FPS	Public Footpath	Diversion
Grimston Lane	FEL 81m 48ch	FPW	Public Footpath	Extinguishment
Gun Lane	FEL 82 m 01ch	UWCT	Restricted Byway	Diversion
Shalford Meadow	SUD 56m 41ch	FPS	Public Footpath	Diversion
Ladysbridge	SUD 58m 24ch	UWCT	Occupation & Public Footpath	Extinguishment of public rights

The FED, SIZ, & NOL lines were also assessed but none of the crossings were considered appropriate for phases 1 & 2.

## 2.4 Assumptions, Dependencies, Constraints & Risks

### 2.4.1 Assumptions

Reference	Details
A-SUF-1	That the diversionary routes are buildable
A-SUF-2	That funding will be made available for the diversions to be built
A-SUF-3	That the diversions can be carried out within the existing Network Rail land ownership
A-SUF-4	Any required land consents will be available

### 2.4.2 Dependencies

Reference	Details
D-SUF-1	That Liabilities are able to support the TWAO application

### 2.4.3 Constraints

Reference	Details
C-SUF-1	This requirement is to be restricted to the County of Suffolk
C-SUF-2	This remit is not to cover the construction of large structures such as bridges or underpasses.



#### **2.4.4 Risks**

Reference	Details
R-SUF-1	Not all the diversionary route will be buildable
R-SUF-2	That there may be alternative proposals from external stakeholders
R-SUF-3	That the secretary of State for Transport will not sign off the order

### **2.5 Whole Life Cost Analysis**

Whole Life Cost Modelling (WLCM) will be applied to the later phases. Phases 1&2 do not need WLCM produced for them provided that the over all cost is equal to or less than the risk reduction cost.

Alterations to the Overhead Line Equipment (OLE) shall be subject to a Cost Benefit Analysis to understand the benefit in altering the OLE wire heights. This is to compare the options of altering a crossing at a time, or waiting until either wire renewals, or other improvement projects.

### **2.6 Route Key Milestones and Configuration States**

It is anticipated that Phase 1 & 2 crossings shall be identified by the end of CP5 year 1. During CP5 year 2 it is expected that Phase 1 & 2 crossings shall be developed into buildable solutions and costed. Key milestones would be;

- Conformation that the diversions are buildable
- Design for each diversion that is buildable
- Costs produced for each of the designed diversions

### **2.7 Route Acceptance Strategy**

This scheme shall follow GRIP and acceptance for each stage shall be at each stage gate as shown in the project programme.

Once the diversions have been designed, consulted and costed they shall be presented to the Sponsor for acceptance and inclusion in the Transport & Works Order, before the completion of GRIP3. This will allow the Sponsor to 'group' projects into TWAO to keep costs down and provide a strategic approach to the TWAO application.

### **2.8 Route Security Assessment**

Nothing identified at the time of writing.



Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		<b>3 Route Requirements</b>				
		<b>3.1 Deliverables</b>				
<b>RR-SuffP1&amp;P2-1101</b>	RAM/Sponsor	The deliverables listed in Appendix A shall be produced and delivered at the required GRIP stage.	High	Deliverables listed in Appendix A are produced to the satisfaction of the RAM / Sponsors at the identified GRIP stages.	None identified	None
		<b>3.2 Safety Requirements</b>				
<b>RR-SuffP1&amp;P2-1121</b>	CR-CP5LX-1101	The Scheme shall be delivered in accordance with the Common Safety Method (CSM)	High	<ul style="list-style-type: none"> <li>- Preliminary System Definition</li> <li>- CSM Assessment Completed and Category assigned</li> <li>- CSM Deliverables completed id the scheme deemed to be "significant change".</li> </ul>	None identified	None
<b>RR-SuffP1&amp;P2-1122</b>	CR- CP5LX -1102	The scheme shall be delivered in accordance with the CDM Regulations	High	<ul style="list-style-type: none"> <li>- Personnel (posts) are designated and responsibilities discharged</li> <li>- Demonstrable evidence of compliance is provided</li> </ul>	Construction (Design and Management) Regulations 1994	None



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RR-SuffP1&P2-1123	CR- CP5LX -1103	All meetings in connection with this project shall have a standing agenda item of Safety at the beginning of each meeting.	High	Meeting agendas and minutes shall be held as part of the project documentation file.	None identified	None
RR-SuffP1&P2-1124	CR- CP5LX -1104	The closed level crossings shall be inaccessible to the public and appropriately fenced over.	High	Compliant to the Company standard for lineside fencing.	None identified	None
		<b>3.3 General Scheme - Requirements</b>				
RR-SuffP1&P2-1131	CR- CP5LX -1111	The Sponsor Instruction and Client Requirements Document Contents shall be adhered to.	High	Demonstrable evidence of compliance.	None identified	None
RR-SuffP1&P2-1132	CR- CP5LX -1112	The scheme shall be delivered in accordance with GRIP	High	Completed and approved GRIP stage gate at intervals laid down in the Sponsor Instruction.	None identified	None
RR-SuffP1&P2-1133	CR- CP5LX -1113	The diverted / extinguished rights of way shall be updated on the definitive maps for the county	High	Definitive map updated to show correct status.	None identified	None
RR-SuffP1&P2-1134	CR- CP5LX -1114	Design Guidance for Accessibility for Reduced Mobility shall be followed during early development and design.	High	All Accessibility requirements are provided (including step free access to new platforms and fire escape	None identified	Only used where access to a station is required

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Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
				arrangements). Where this is not possible mitigation measures and safe systems must be provided.		
RR-SuffP1&P2-1135	CR- CP5LX -1115	Governing act regarding equality. In relation to this project particular attention must be given to provide access for those with reduced mobility and sight.	High	Demonstrable evidence of compliance and inclusion in development and design.	None identified	None
RR-SuffP1&P2-1136	CR- CP5LX -1116	New footpath widths shall be 2metres wide as a minimum	High	New path to be of the minimum width.	None identified	None
RR-SuffP1&P2-1137	CR- CP5LX -1117	Any new bridleway paths shall be 3metres wide as a minimum	High	New path to be of the minimum width.	None identified	None
RR-SuffP1&P2-1138	CR- CP5LX -1118	Any footpath crossing that appears to have been abandoned shall be planned to be extinguished in phase 1 or phase 2.	High	No abandoned footpaths left on the Anglia Route.	None identified	None
RR-SuffP1&P2-1139	CR- CP5LX -1119	Any footpath / bridleway crossing that have a near and practical alternative crossing point that provides a better level of protection shall be diverted in phase 1 or phase 2.	High	No footpaths / bridleways are left remaining when there is a close by alternative crossing point.	None identified	None
RR-SuffP1&P2-1140	CR- CP5LX -1120	Any footpath / bridleway that can not be removed from the railway network in phase 1 or	Medium	Footpath / bridleways that were not extinguished or	None identified	None

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Reqt ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		phase 2 shall be developed for phase 3.		diverted are planned to be provided with a bridge.		
RR-SuffP1&P2-1141	CR- CP5LX -1123	Diversity Impact Assessment	High	Production of a report detailing the diversity impact of the proposed changes.	None identified	None
		<b>3.4 Network Rail Asset Requirements E&amp;P</b>				
RR-SuffP1&P2-1201	CR-CP5LX-1171	Where a level crossing is being removed the Overhead Line Equipment (OLE) contact wires shall be adjusted to be as near to the nominal wire height of 4.7metres as practical.	Low	Contact wires are at the optimum height for that area of line.	A cost benefit analysis shall be applied to understand the operational benefits of altering the wire heights per crossing	That the current wire heights are compliant to standards (run-ins / run-outs).
RR-SuffP1&P2-1202	CR-CP5LX-1172	Where a level crossing is being removed and the current (OLE) contact wires arrangements are not compliant to standard, the wire heights shall be adjusted to be as near to the nominal wire height of 4.7metres as practical.	High	Contact wires are at the optimum height for that area of line.	Records of existing deficient wire heights (including run-in / run-outs)	
RR-SuffP1&P2-1203	CR-CP5LX-1173	Where new bridges are to be constructed they shall be bonded to the traction return where appropriate.	High	New structures are suitably bonded to be compliant to Network Rail company standards.	None identified	

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Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		<b>3.5 Network Rail Asset Requirements Signalling</b>				
<b>RR-SuffP1&amp;P2-1211</b>	CR-CP5LX-1182	Where crossings are removed that have telephones fitted the signallers display system (diagram, panel or VSCS) shall be updated to show the removal.	High	Signallers display system updated to reflect the current state of the infrastructure.	None identified	None
<b>RR-SuffP1&amp;P2-1212</b>	CR-CP5LX-1183	Where crossings are removed the Signalling RAM shall be informed so that a plan can be put in place to get them removed from the Signalling diagrams (if shown).	High	That it is recorded where footpath or UWCs are recovered and the Signalling RAM is presented with this information.	None identified	These alterations shall be managed by means of a records deficiency form and updated when the record is next worked on.
<b>RR-SuffP1&amp;P2-1213</b>	CR-CP5LX-1184	Where whistle boards are to be removed, the Signalling RAM shall be informed so that a plan can be put in place to remove them from the signalling diagrams.	High	That it is recorded where whistle boards are recovered and the Signalling RAM is presented with this information.	None identified	These alterations shall be managed by means of a records deficiency form and updated when the record is next worked on.



# Route Requirements Document – Suffolk Phase 1 & 2 TWAO – Mainline & Branchline



Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		<b>3.6 Network Rail Asset Requirements Track</b>				
<b>RR-SuffP1&amp;P2-1221</b>	CR-CP5LX-1191	Crossing deck (if fitted) shall be removed (including edge beams, if fitted) and track inspected to ensure that all the track components are still serviceable.	High	No evidence of crossing on site & track components signed as fit for purpose.	None identified	None
<b>RR-SuffP1&amp;P2-1222</b>	CR-CP5LX-1192	Where a crossing deck has been removed sleeper spacing shall be checked and if required corrected with serviceable spares to match the existing assets.	Medium	Sleeper spacing matches that of the approaches and all track components are of the same type.	None identified	None
<b>RR-SuffP1&amp;P2-1223</b>	CR-CP5LX-1193	Where level crossings have been removed the ballast shoulder and cribs shall be reinstated to provide suitable track support	High	Track support system shall be in accordance with Network Rail Company standard.	None identified	None
<b>RR-SuffP1&amp;P2-1224</b>	CR-CP5LX-1194	Where signalling equipment has been involved and train detection is reduced, any redundant Insulated Rail Joints (IRJ) shall be removed from the track. If in Continuous Welded Rail the rail shall be stressed to Level 1 (if <36metres of new rail) or level 2 (if > 36metres).	High	Redundant IRJs removed and stressing certificates provided	None identified	None

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Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		<b>3.7 Network Rail Asset Requirements Telecoms</b>				
<b>RR-SuffP1&amp;P2-1231</b>	CR-CP5LX-1201	Where telephones are present they shall be recovered in working order and returned to be offered to the RCE and or NRT Central Stores (tie cabling shall be recovered and scraped).	High	Phones, posts, and bases removed including cabling.	None identified	None
<b>RR-SuffP1&amp;P2-1232</b>	CR-CP5LX-1202	Where telephones are displayed on a telephone concentrator, these shall be removed from the system.	High	Telephone concentrator updated to reflect the current state of the infrastructure.	None identified	None
		<b>3.8 Operational Requirements</b>				
<b>RR-SuffP1&amp;P2-1241</b>	CR-CP5LX-1231	Where whistle boards are to be removed these shall only be removed once published in the WON.	High	Whistle boards removed from the infrastructure.	None identified	None
<b>RR-SuffP1&amp;P2-1242</b>	CR-CP5LX-1232	Where crossings to be removed are fitted with a phone, this shall only be done once it has been published in the WON.	High	Sectional Appendix updated to reflect the current state of the infrastructure.	None identified	None



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Req ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
RR-SuffP1&P2-1243	CR-CP5LX-1233	Where crossings to be removed are fitted with a phone, this shall only be done once Network Change has been done to remove them from the Sectional Appendix	High	Approved Network Change	None identified	None
		<b>3.9 Performance Requirements</b>				
RR-SuffP1&P2-1251	CR- CP5LX -1131	Any temporary TSR's that are in place as a result of the crossing having insufficient sighting shall be removed once the crossing is closed.	Medium	Removal of the TSR	Operational publications will detail where and what speeds are in force.	None
RR-SuffP1&P2-1252	CR- CP5LX -1132	Any operational restrictions regarding the standing of trains at signals due to the train blocking the footpath shall be removed.	Medium	Removal of local instruction	None identified	Only applicable to crossing where standage is an issue
RR-SuffP1&P2-1253	CR- CP5LX -1133	Where a PSR exists due to sighting requirements of a crossing that is being removed, the project shall investigate the potential of removing the PSR and increasing the line speed.	Low	Increase in line speed over the section of line where the crossing used to be located.	None identified	That the other railway infrastructure can withstand a speed increase.

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Reqt ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
		<b>3.10 Environmental Requirements</b>				
<b>RR-SuffP1&amp;P2-1261</b>	CR-CP5LX-1141	Adherence to corporate policies in development, design and construction.	High	Production of the Environmental Impact Assessment for suitable crossings	None identified	None
		<b>3.11 Reliability, Availability, Maintainability Requirements</b>				
<b>RR-SuffP1&amp;P2-1281</b>	CR-CP5LX-1161	Where crossings are closed; Ellipse shall be updated to remove the Maintenance Schedulable Tasks (MST) from the maintainers work bank. This shall cover all disciplines.	High	Ellipse data updated	None identified	None
<b>RR-SuffP1&amp;P2-1291</b>	CR-CP5LX-1162	Where crossings are closed ALCRM is updated to show the crossing as closed and no longer part of the network.	High	ALCRM data updated	None identified	None
		<b>3.12 Maintenance Requirements</b>				
<b>RR-SuffP1&amp;P2-1301</b>	CR-CP5LX-1151	Any roadway that is built to be used as a public highway shall be built to be adopted by the Highway Authority for on going maintenance	High	Adoption of the new roadway by the Highways Authority	None identified	None



Reqt ID	Source Reference	Requirement and Heading	Priority	Acceptance Criteria	Supporting Information	Assumption
RR-SuffP1&P2-1302	CR-CP5LX-1152	Where assets are removed from the railway the appropriate data base shall be update to reflect the current state of the railway. This shall include (but not limited to) such systems as Ellipse, GEOGIS.	High	Asset data records correctly showing the status of the assets.	None identified	None



## Appendix A – Deliverables

See attached project characterisation spreadsheet detailing the project deliverables.

## Appendix B – References

Anglia CP5 Level Crossing Reduction Strategy (CP5 Xing Reduction – Issue 1).

See pages 23 to 71 for maps of the crossings and their proposed alterations.

## Appendix C - Glossary

Abbreviation	Description
CRD	Client Requirements Document
DRRD	Detailed Route Requirements Document
IP	Infrastructure Projects
RAM	Route Asset Manager
RRD	Route Requirements Document
WLC	Whole Life Cost
TWAO	Transport & Works Act Order
PRoW	Public Right of Way
ALCRM	All level Crossings Risk Model
WON	Weekly Operating Notice
RCE	Route Communications Engineer
NRT	Network Rail Telecoms
OHLE	OverHead Line Equipment
VSCS	Video Screen Control System
IRJ	Insulated Rail Joint
TSR	Temporary Speed Restriction
PSR	Permanent Speed Restriction

## Appendix D - Whole Life Cost Analysis

Not applicable to this phase.

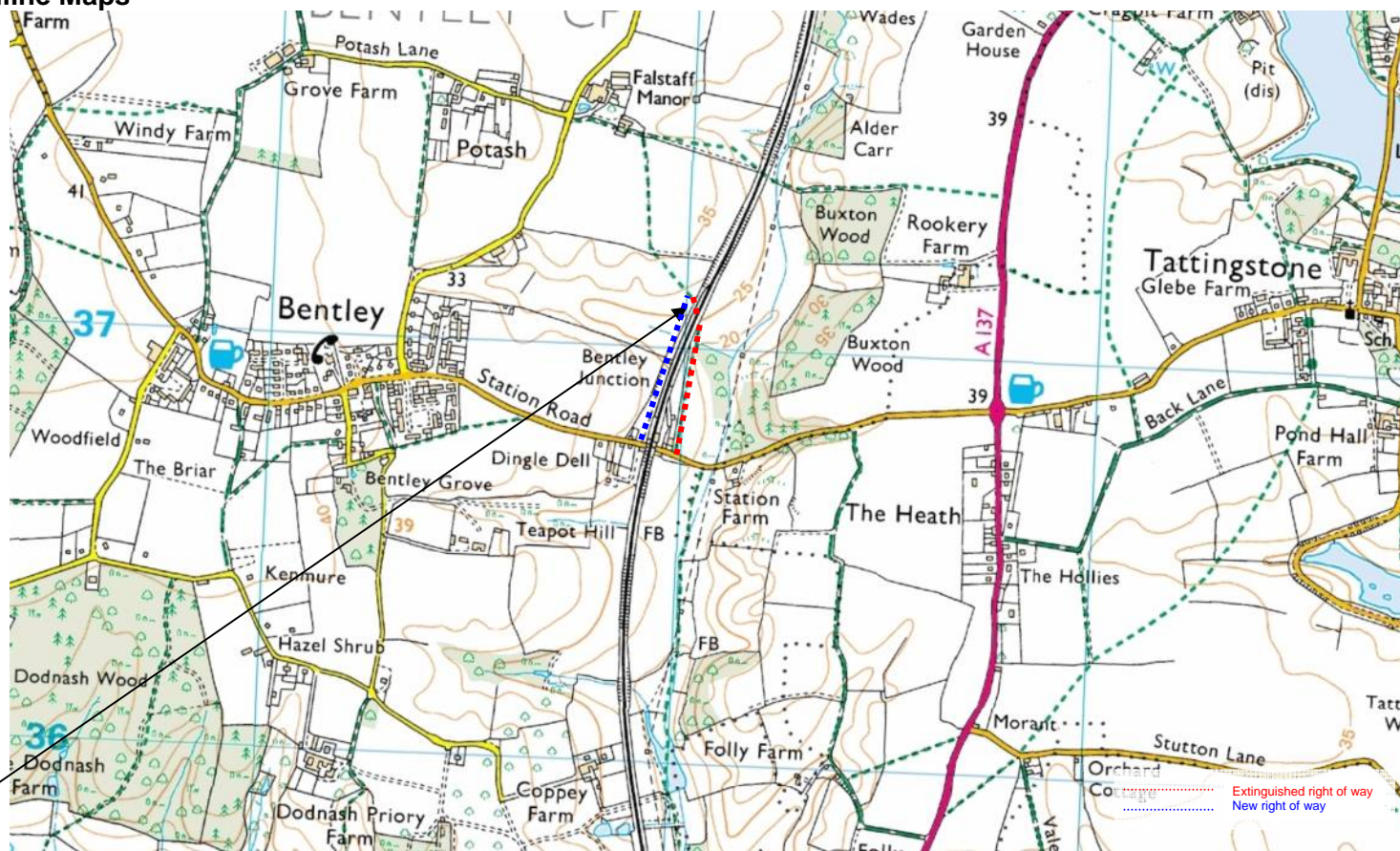
## Appendix E - Additional Information

Nothing identified at the time of writing.



## Appendix B – References

### Phase 1 Mainline Maps



Buxton Wood (divert to overbridge)

Document Ref: Suff-P1&2 TWAO

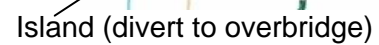
Issue: 1.0

Date: 13<sup>th</sup> January 2015

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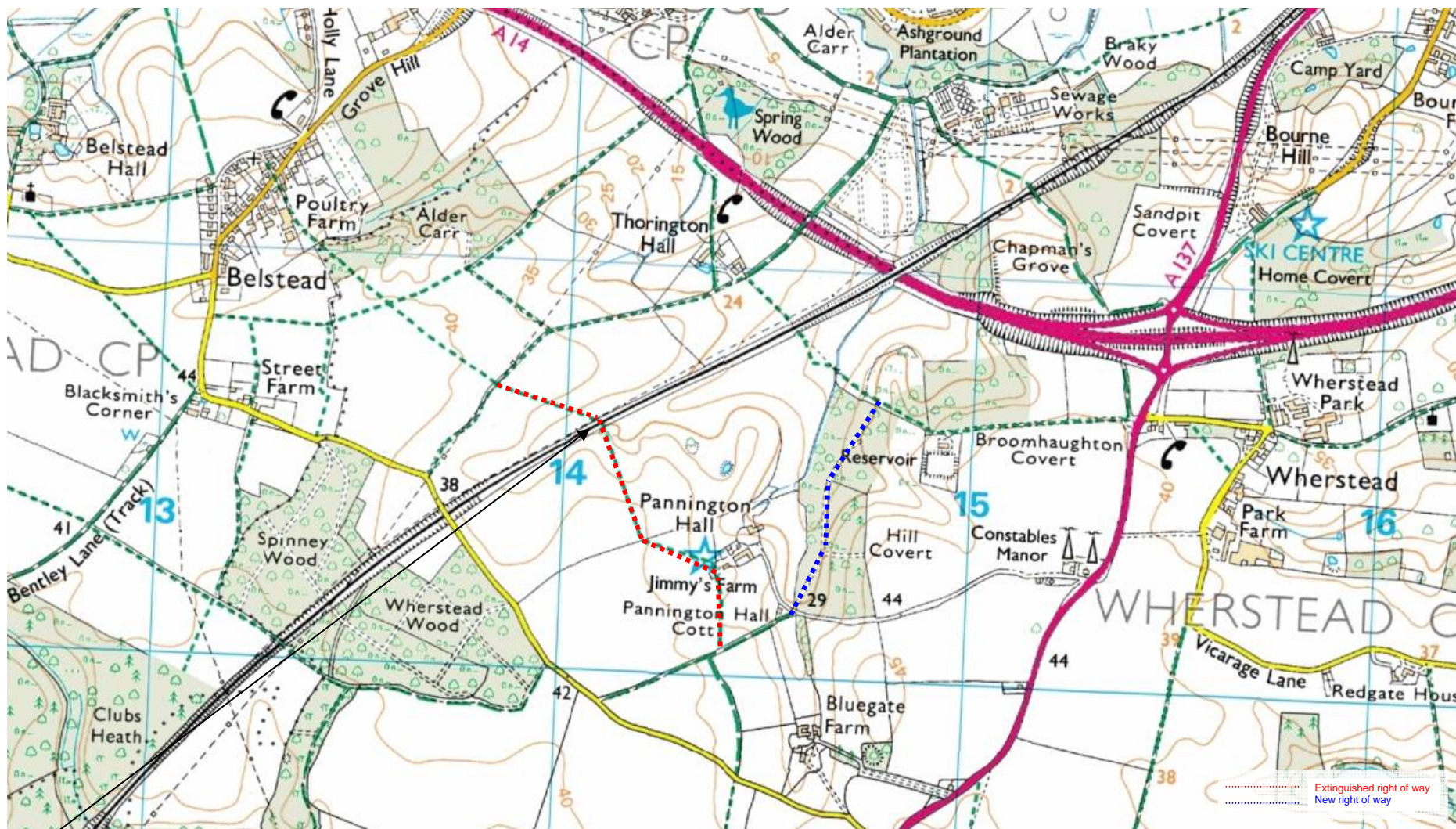
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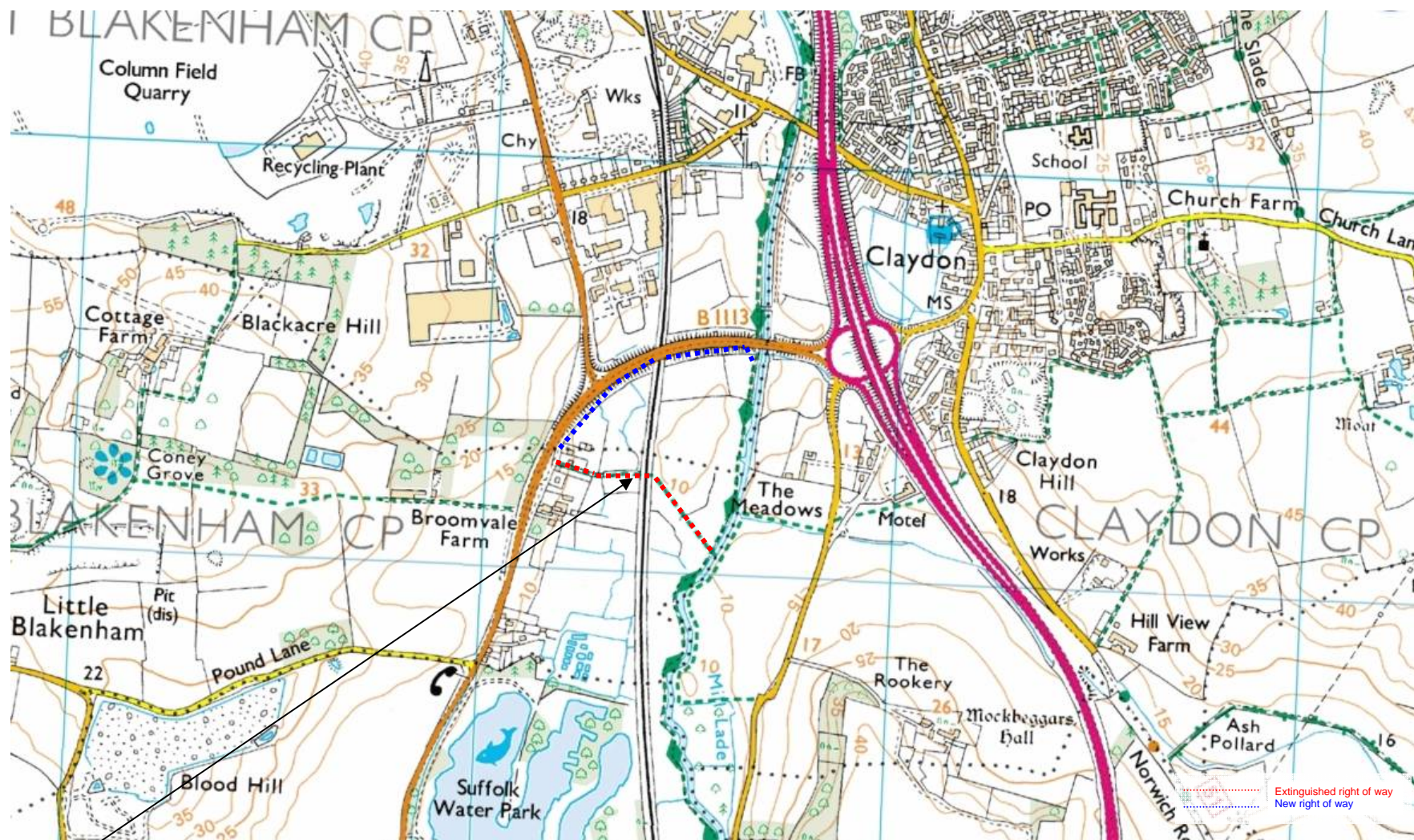




Pannington Hall

Document Ref: Suff-P1&2 TWA0		<b>RRD</b>	
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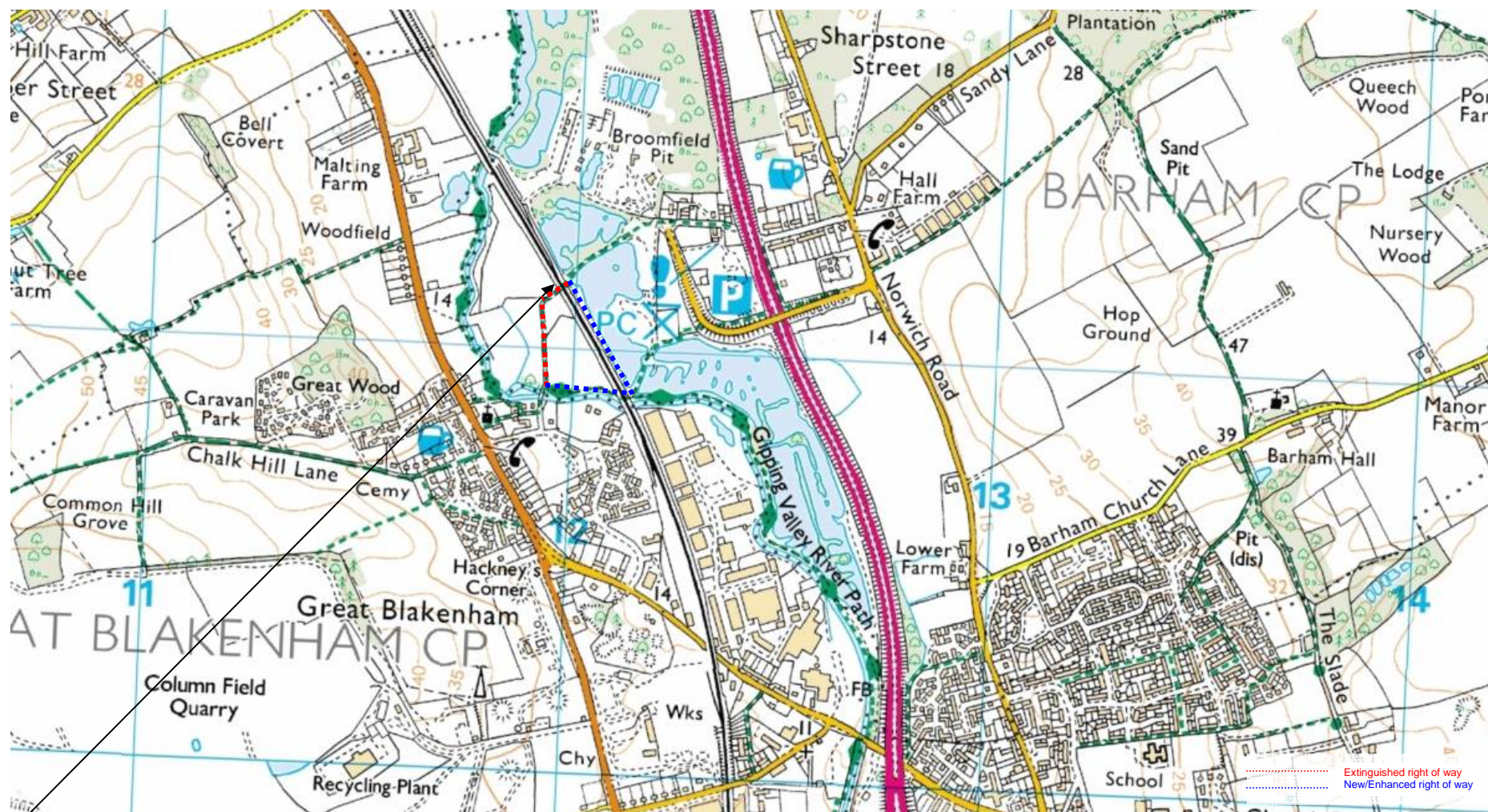


Daines-Mayhew (divert along B1113)

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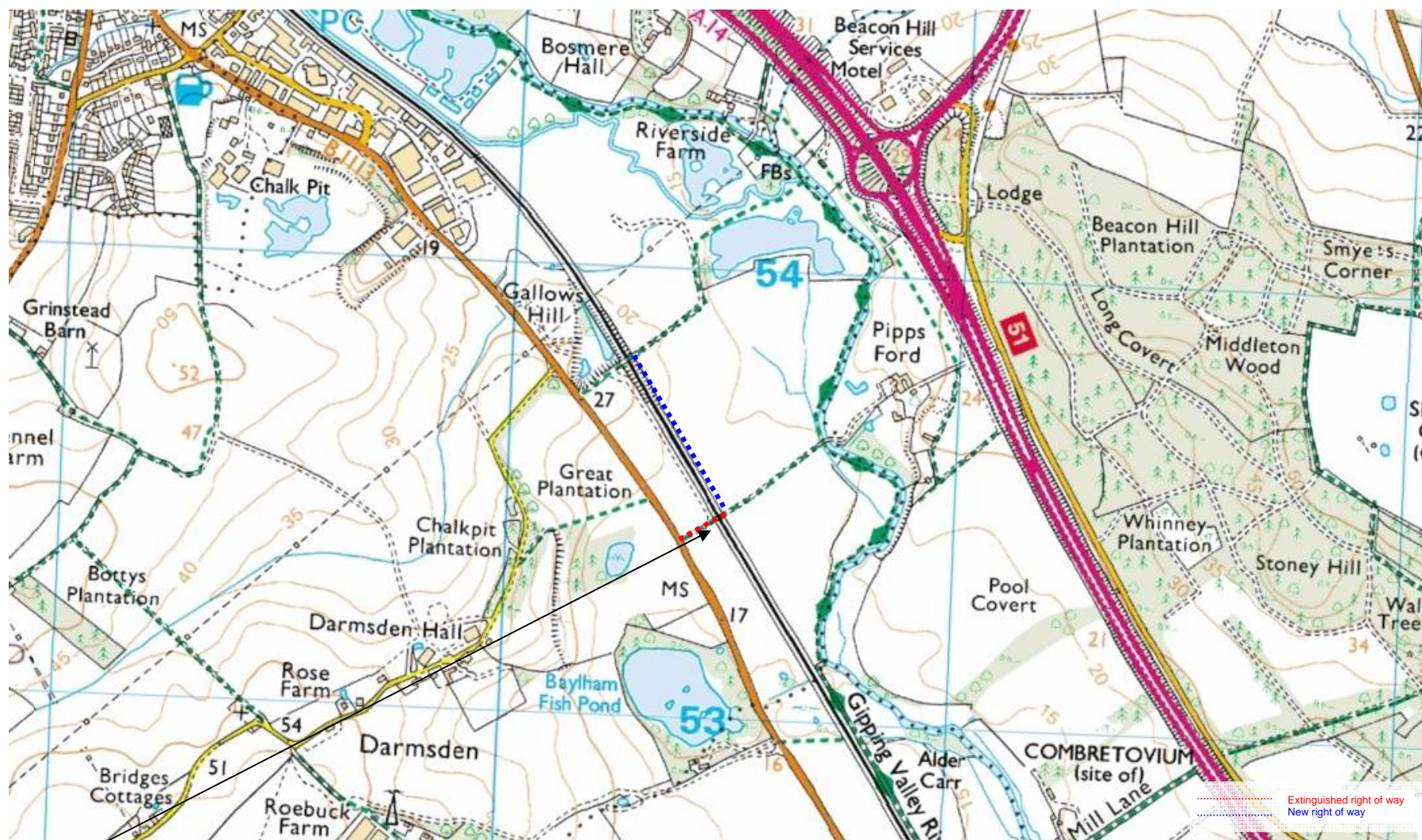
# Route Requirements Document – Suffolk Phase 1 & 2 TWAO – Mainline & Branchline



Broomfield

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Stacpool (divert to overbridge)

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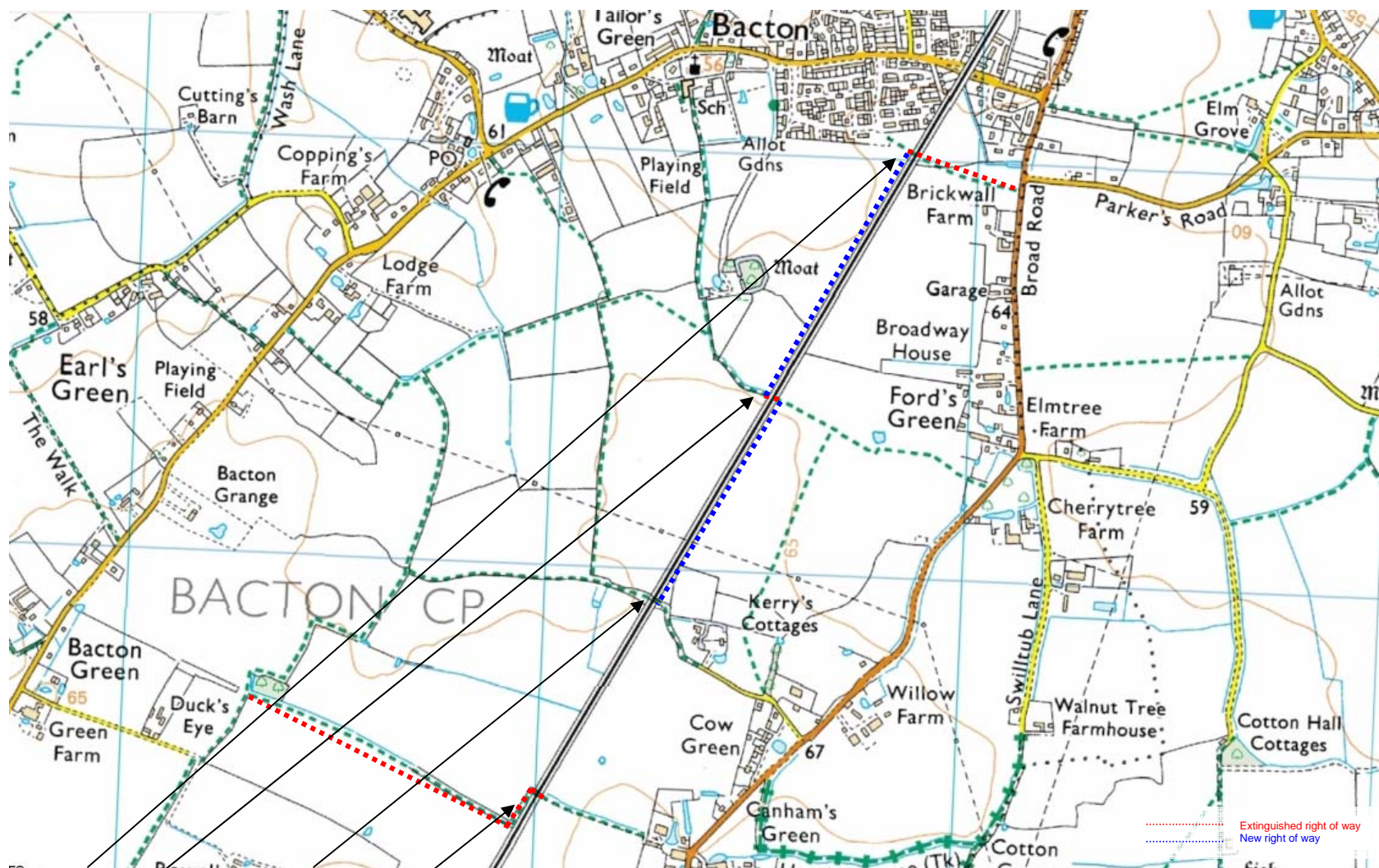




Leggetts

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Bacton, Fords Green, Cow Creek & Gooderhams

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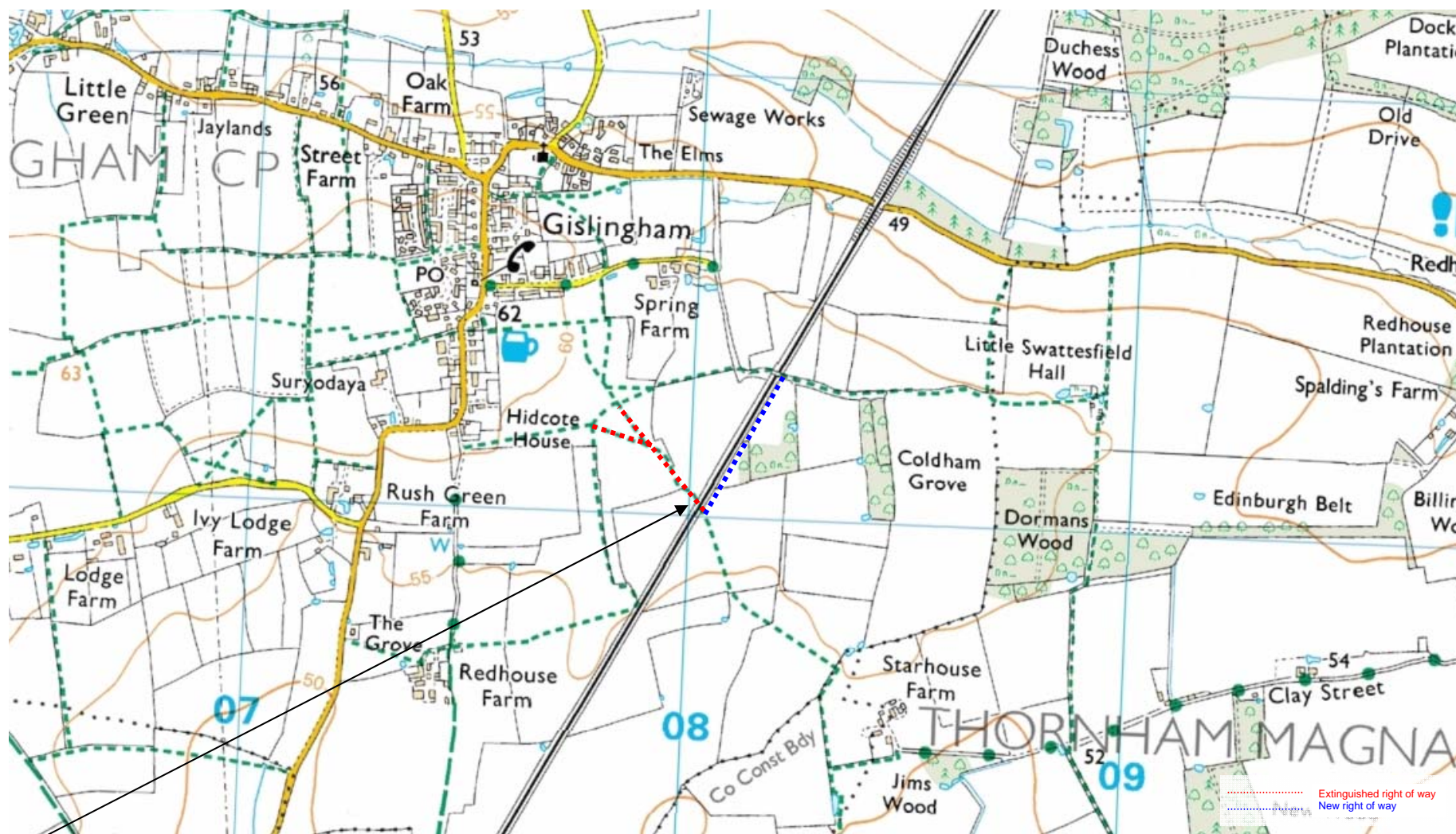




Gisslingham (divert to underbridge)

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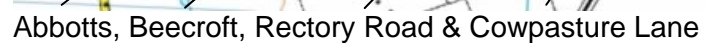




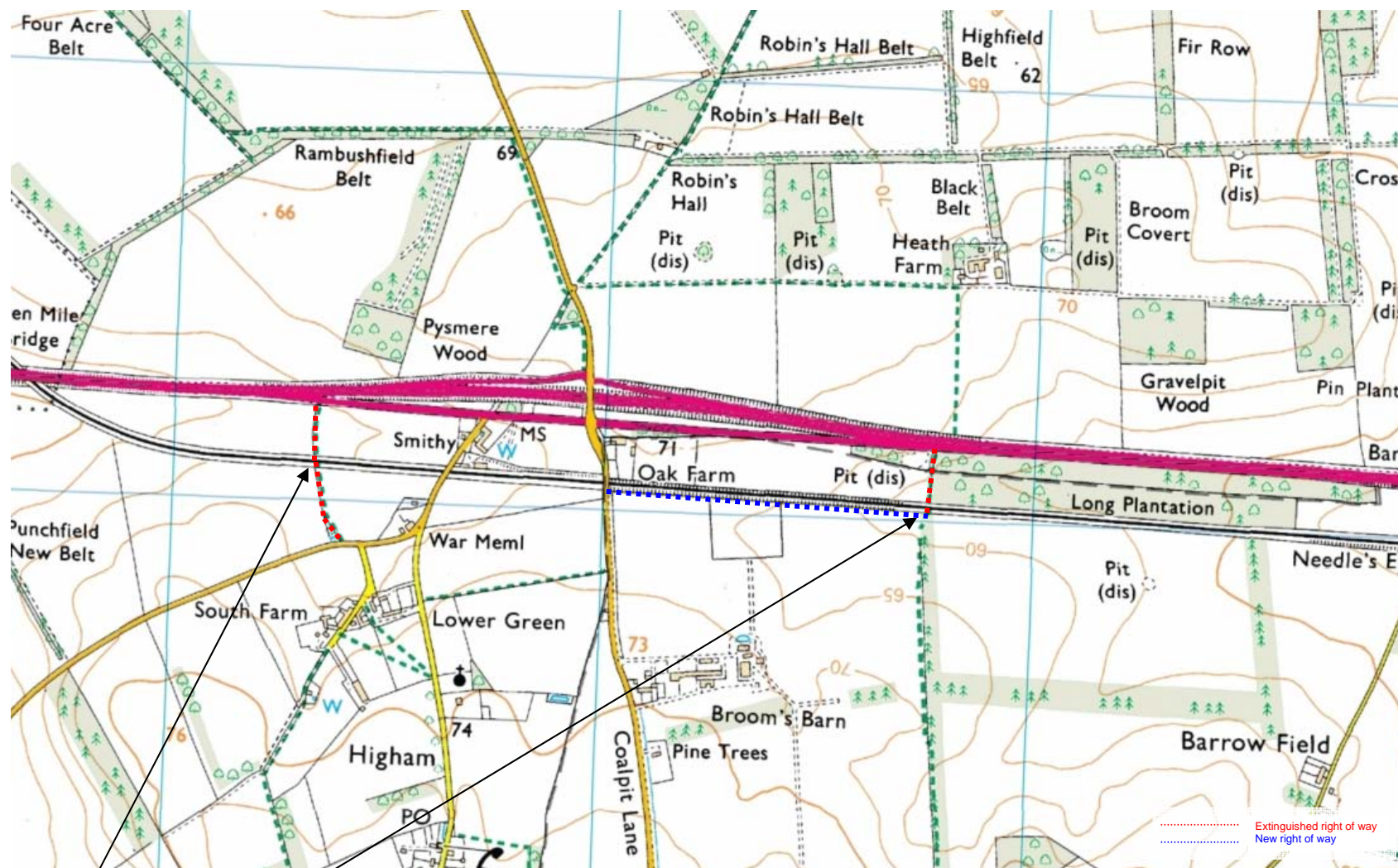
Paynes (divert to overbridge)

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Higham Footpath, & Higham Ground Frame (divert to overbridge)

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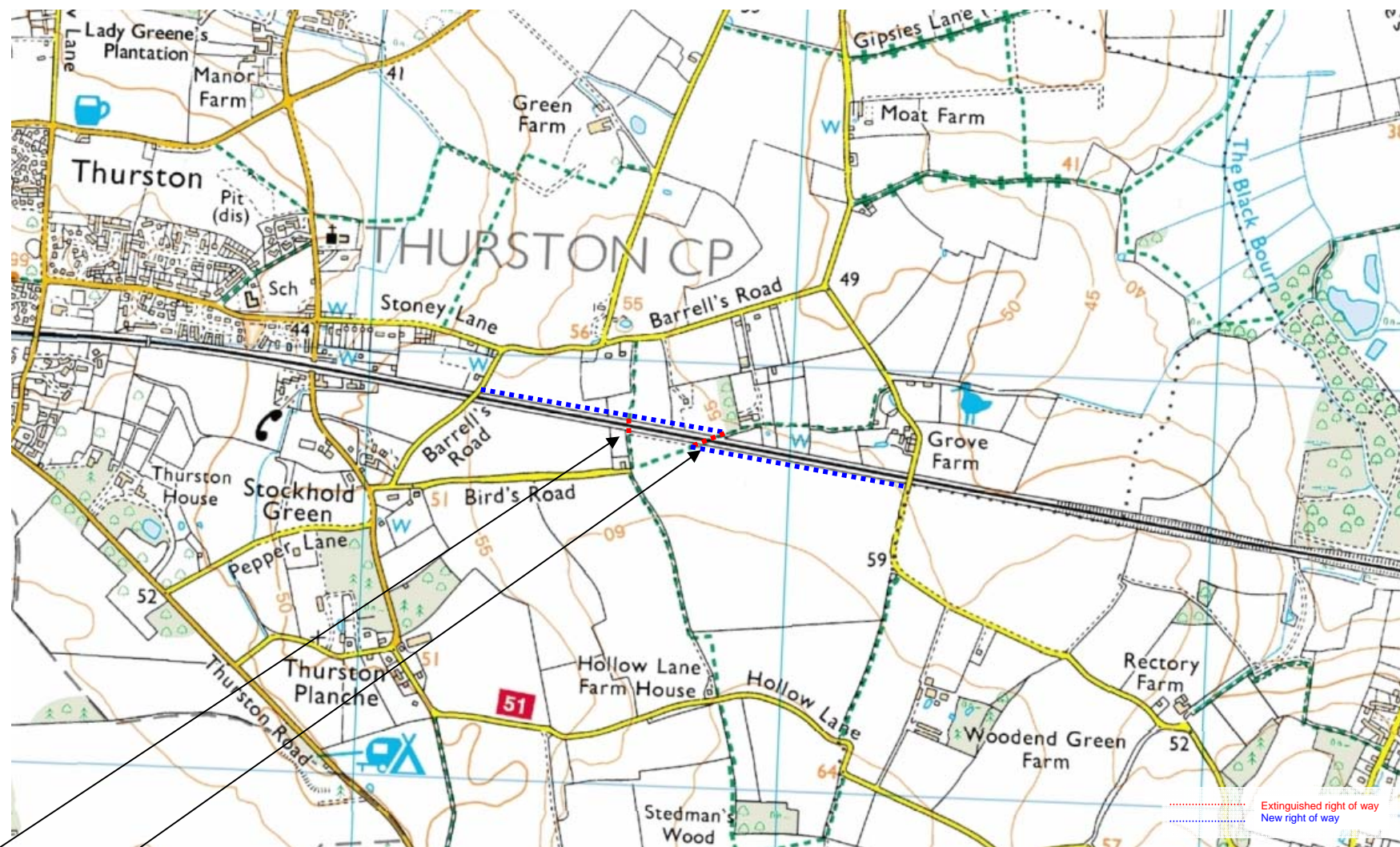




Cattishall (divert to underbridge)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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Barrels & Grove Farm

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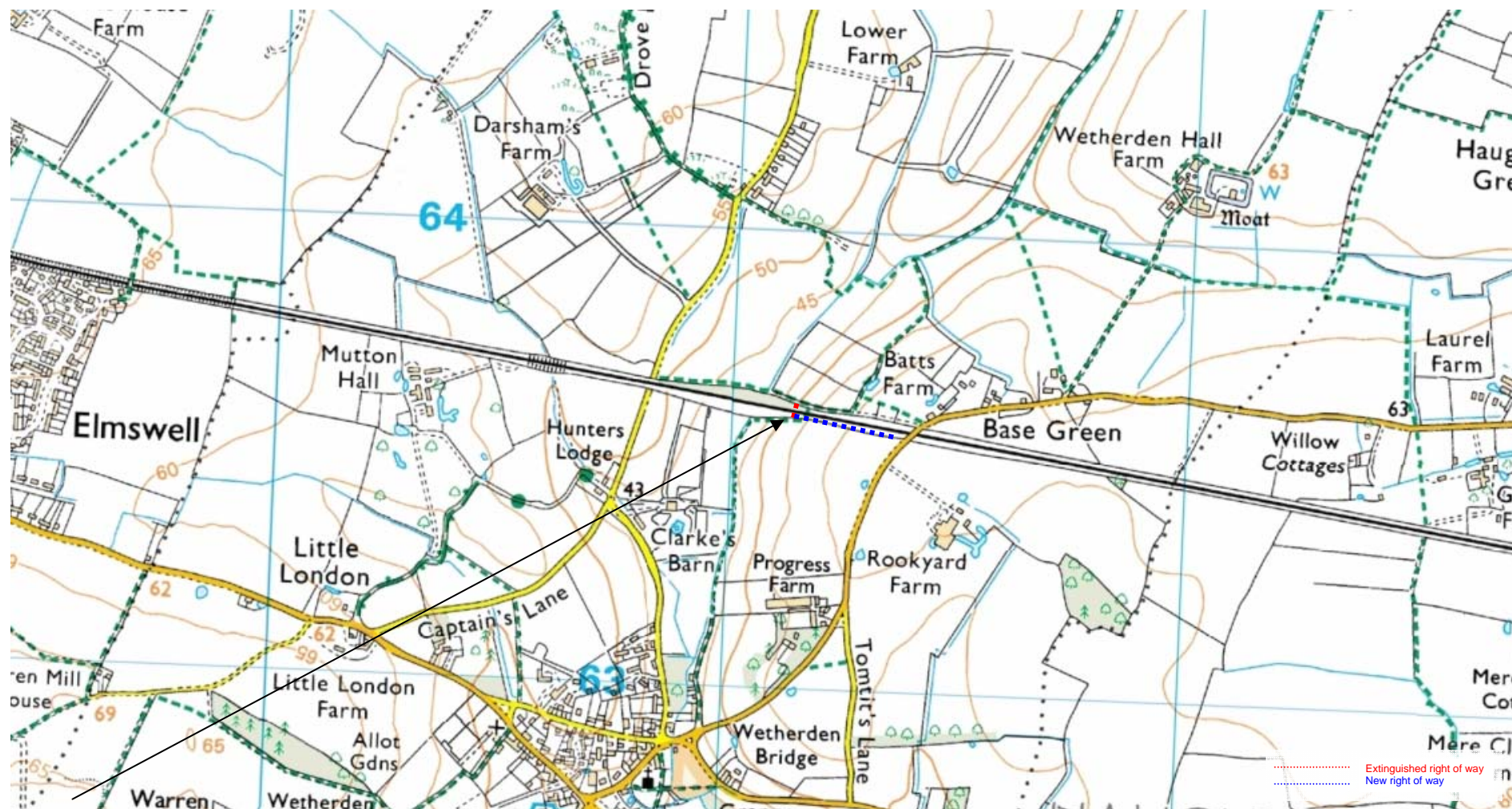




Hawk End lane, & Lords No.29

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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Mutton Hall (divert to overbridge)

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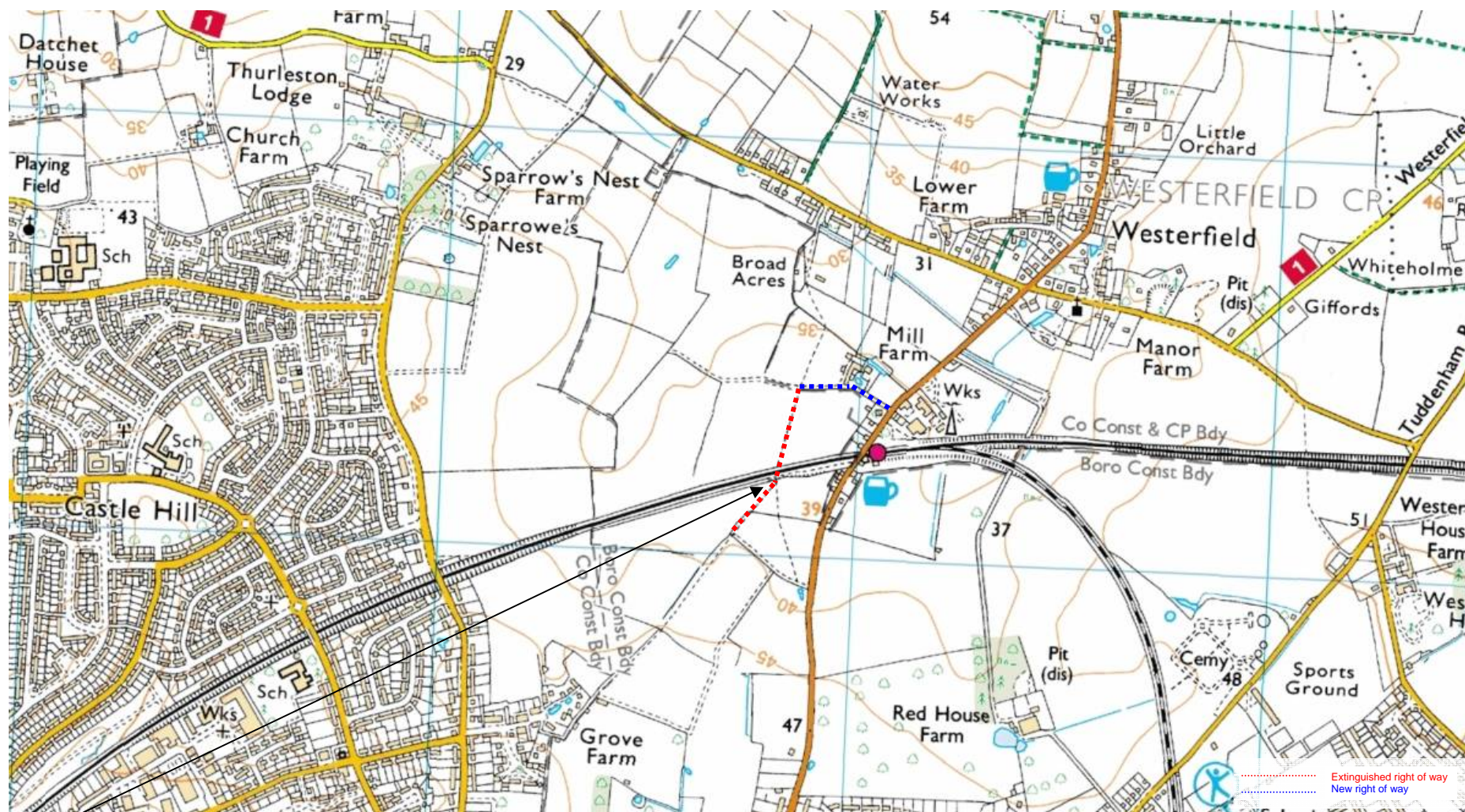




Haughley Green (divert to overbridge)

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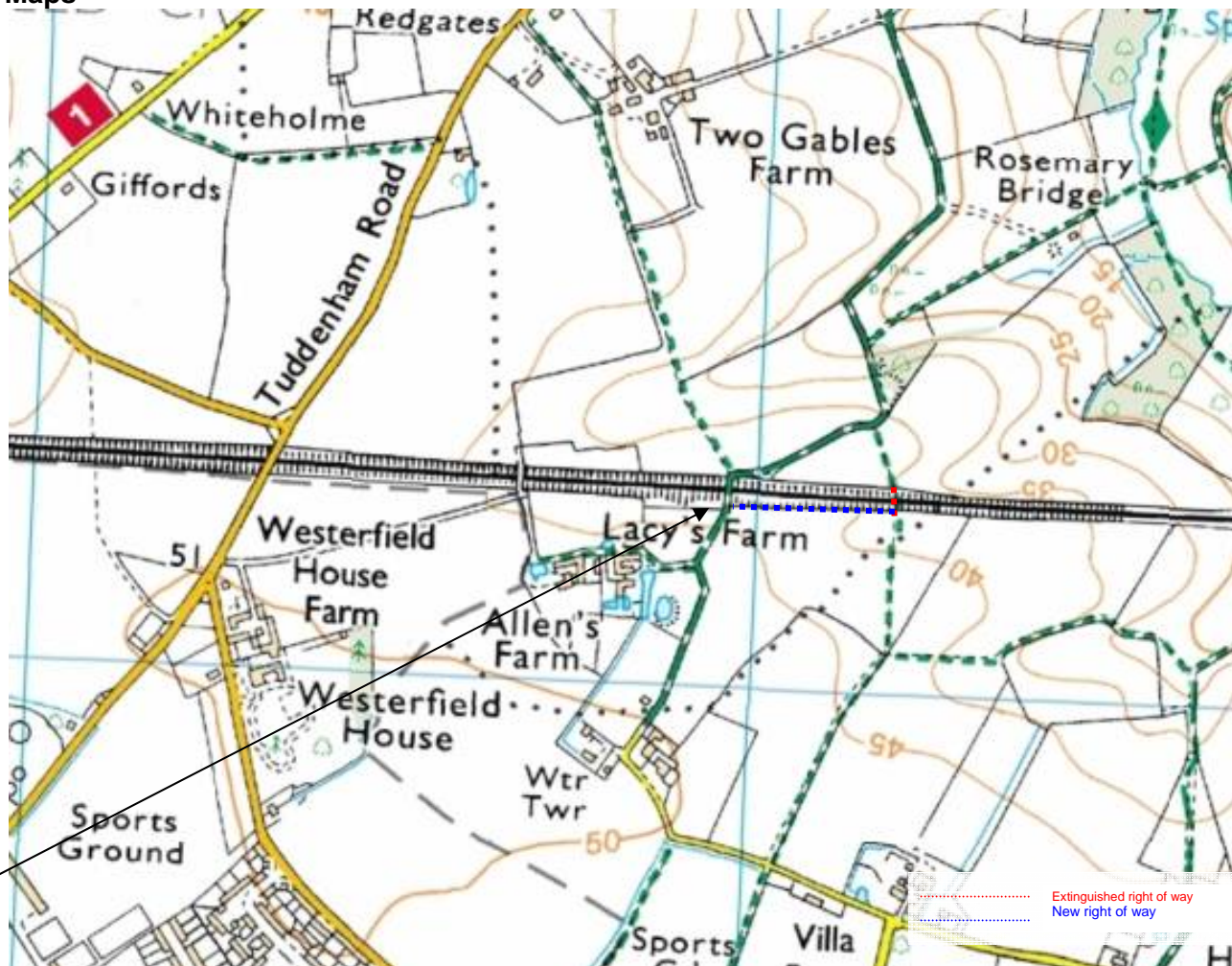


Westerfield Footpath

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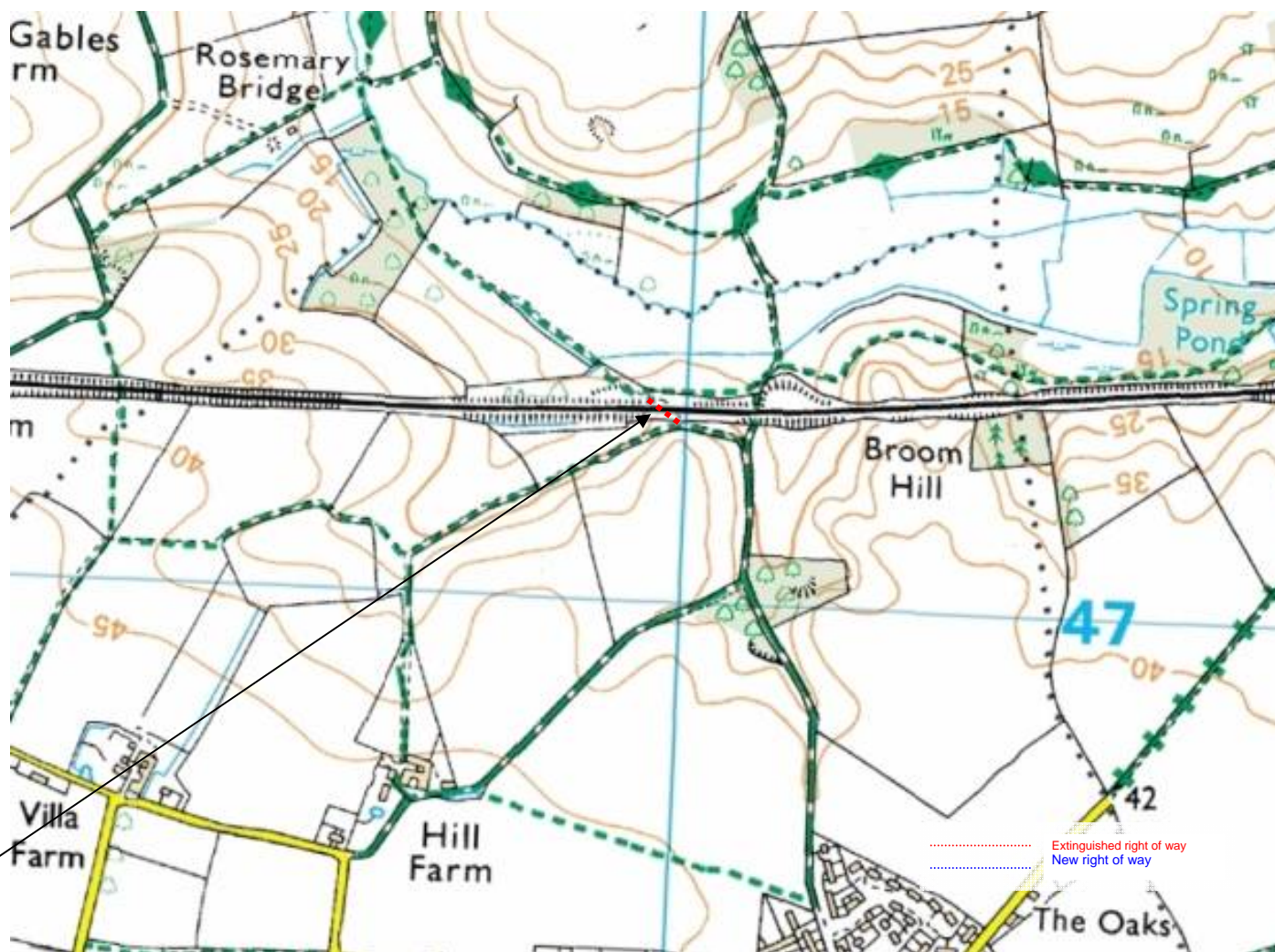
Phase 2 Branchline Maps



Laceys (divert to overbridge)

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Stennetts 1

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Stennetts 2 & Gamekeepers (both diversion to the overbridge to the left)

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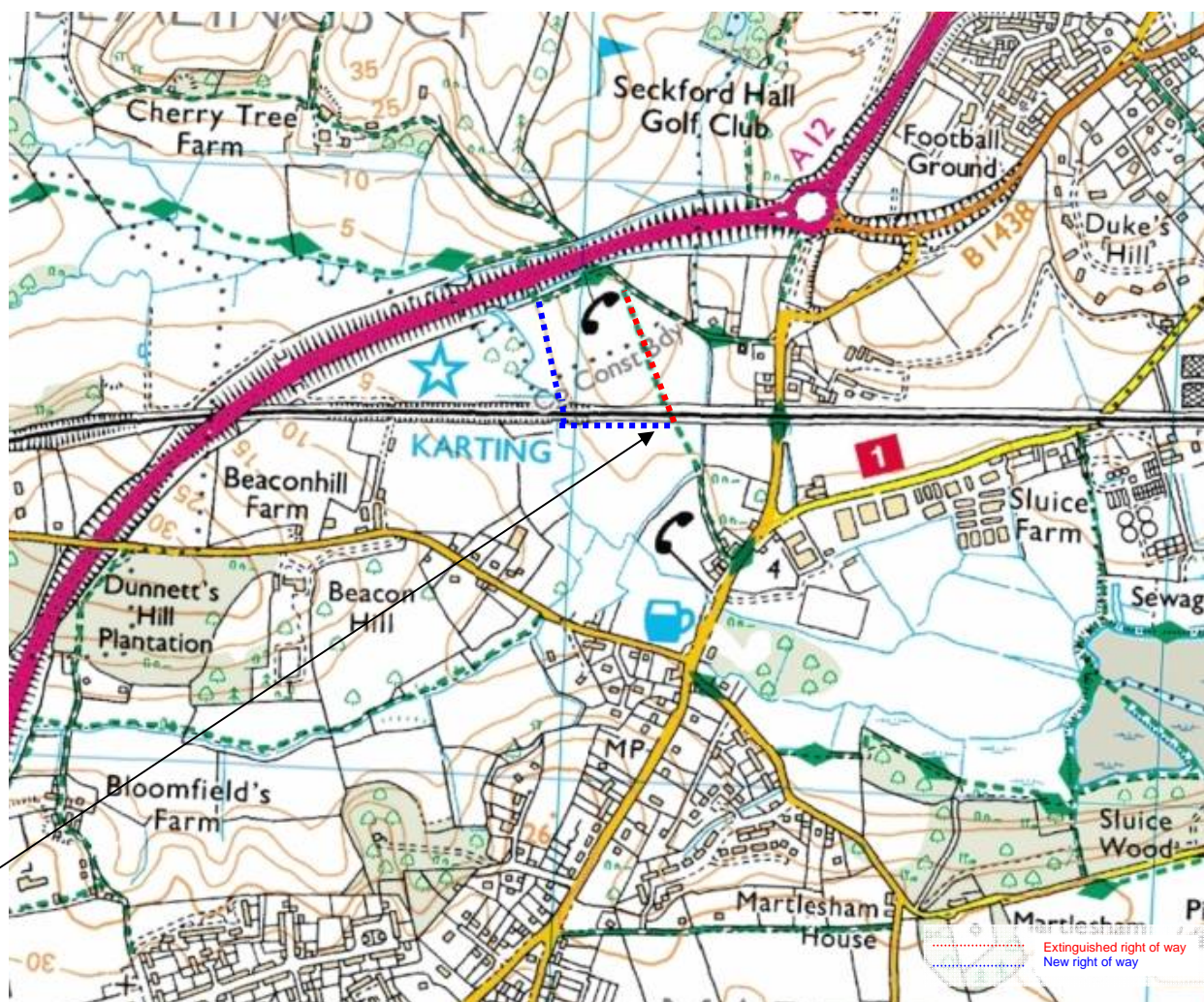




Lox Farm (divert to Bealings ABCL)

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Issue: 1.0			
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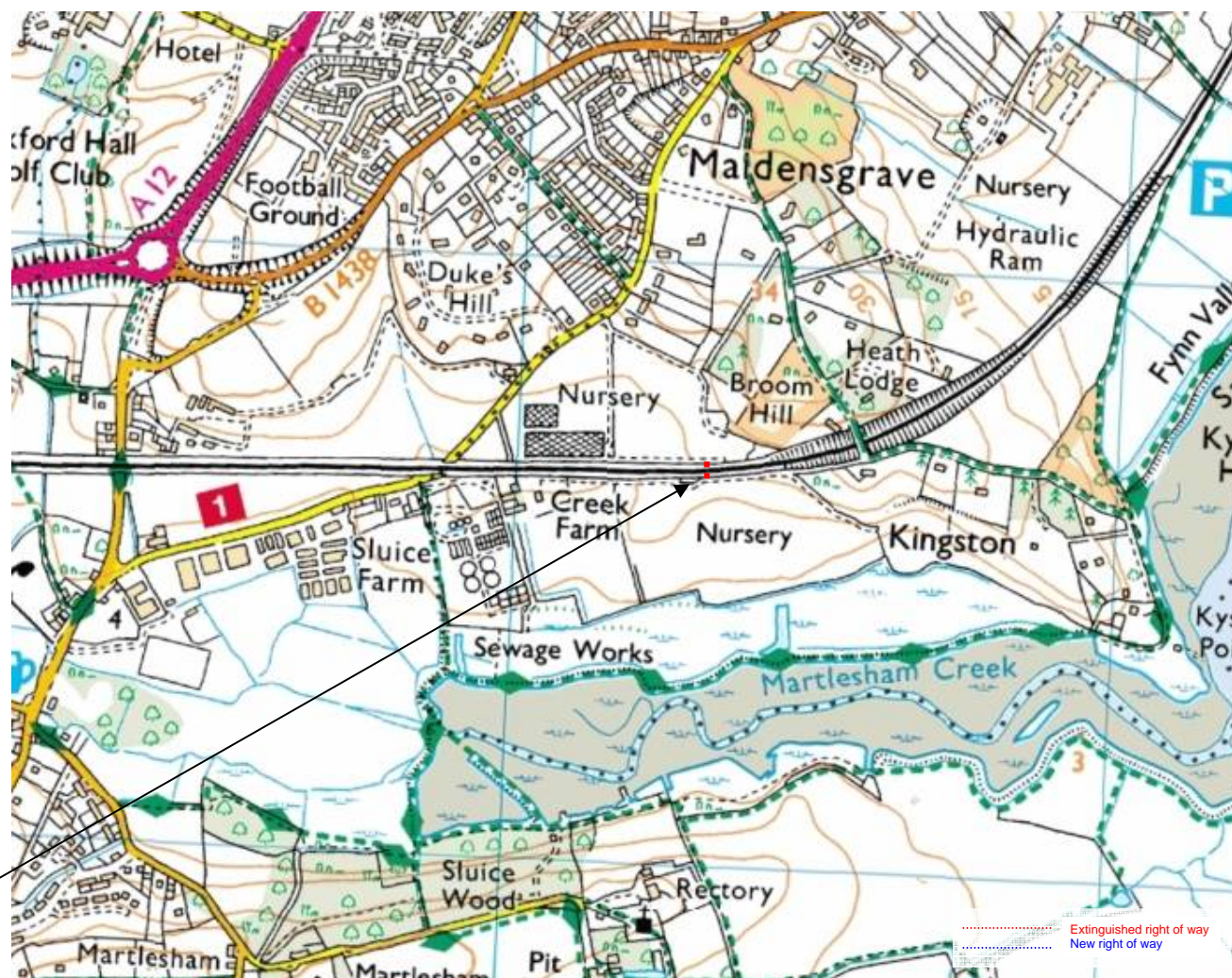




Martlesham (divert to underbridge by river – using unused portal)

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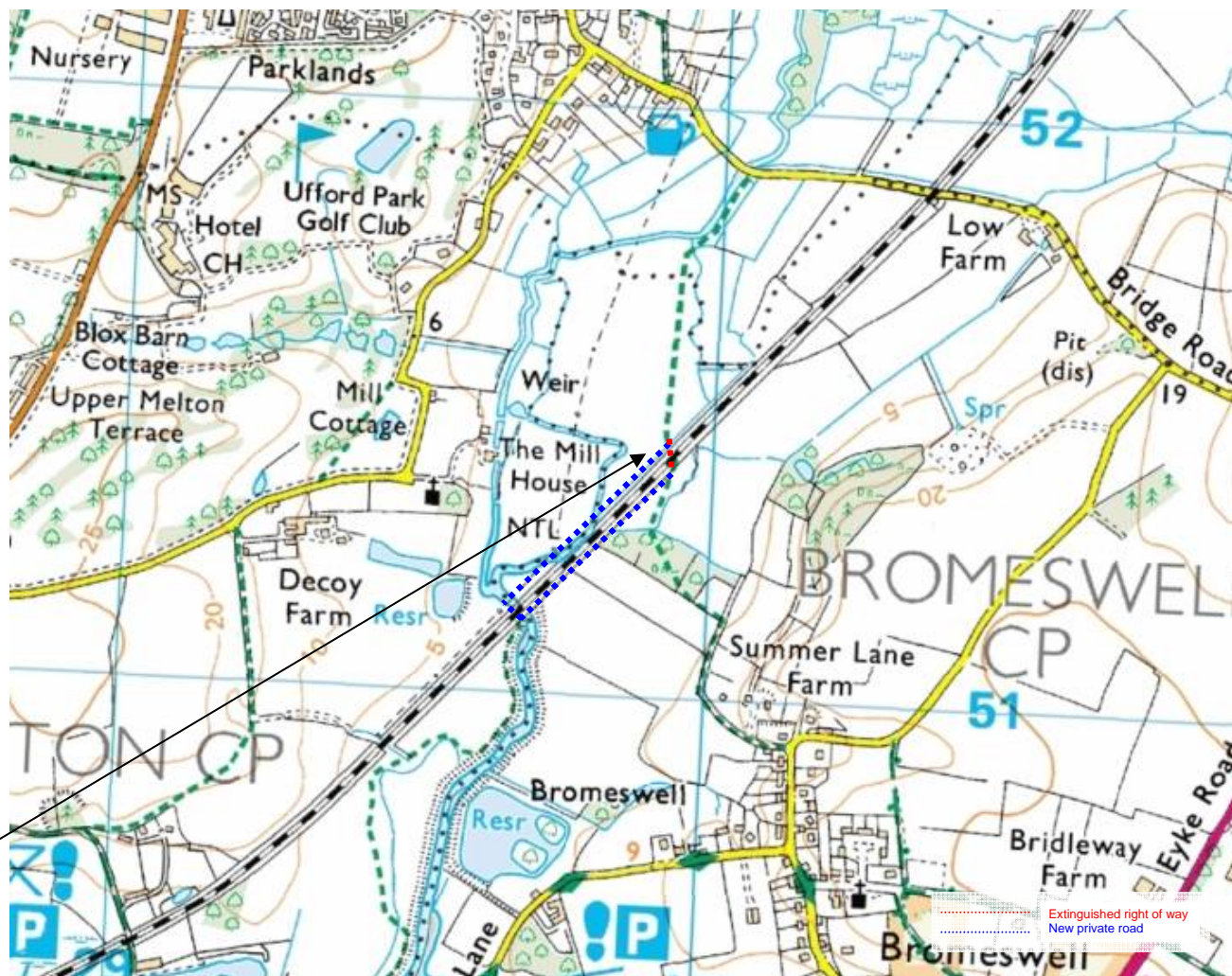




Notcutts Nursery (extinguishment)

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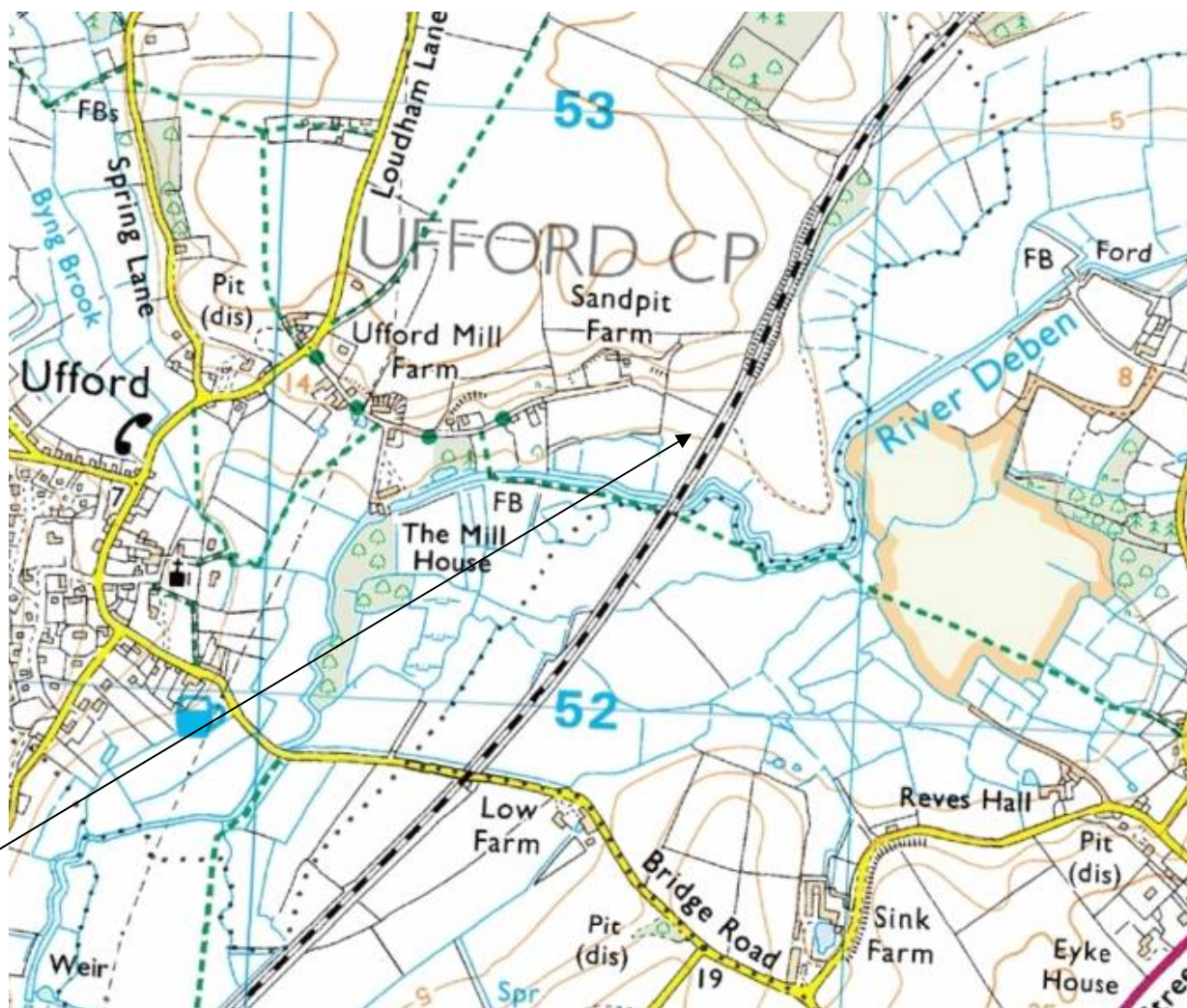




Melton Bromswell (possible diversion to the south via underbridge)

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Date: 13 <sup>th</sup> January 2015		Page:	47 of 71

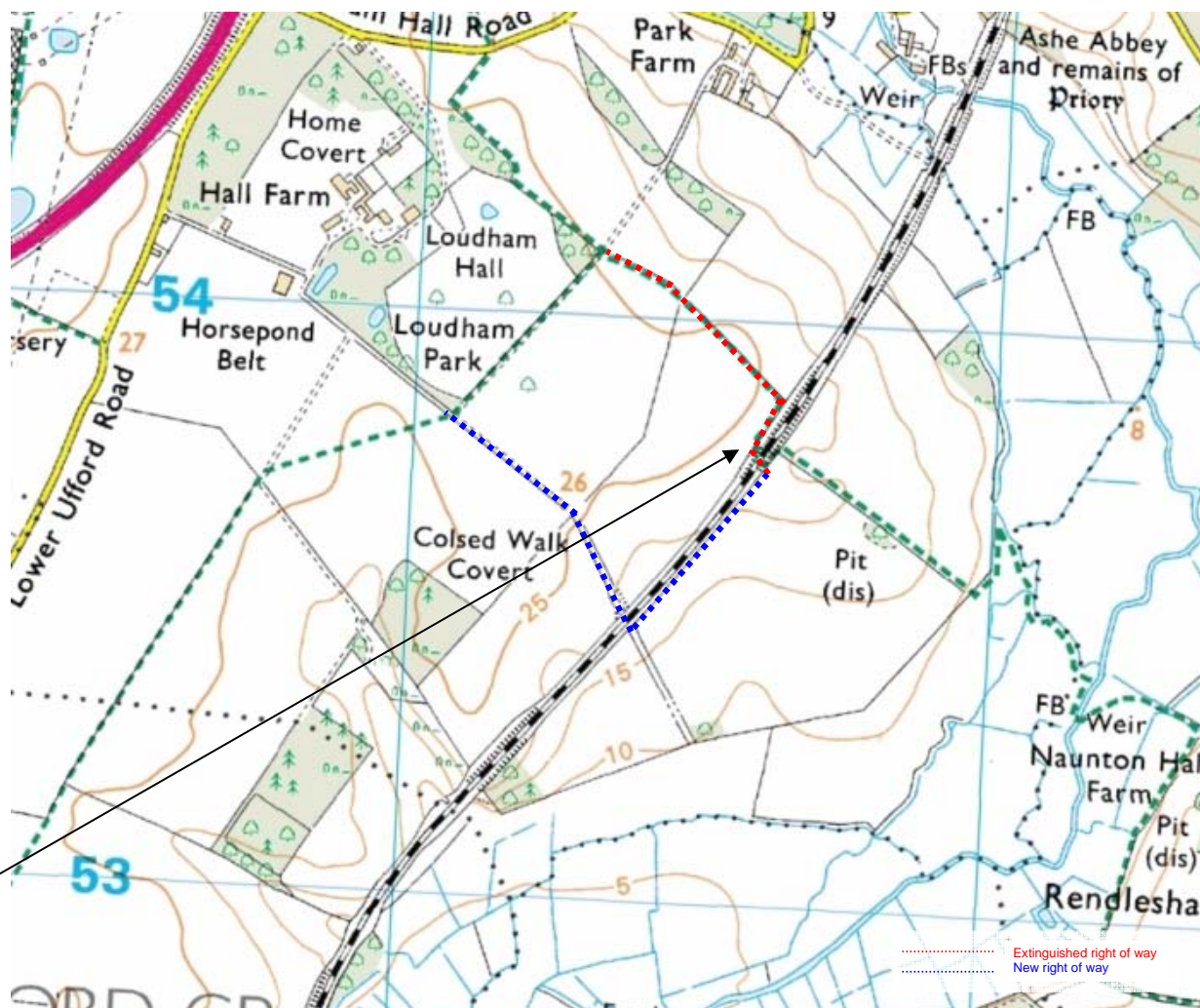




Ufford No38 (alternative access in use to the south via river bridge)

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Pettistree (diversion to underbridge to the south)

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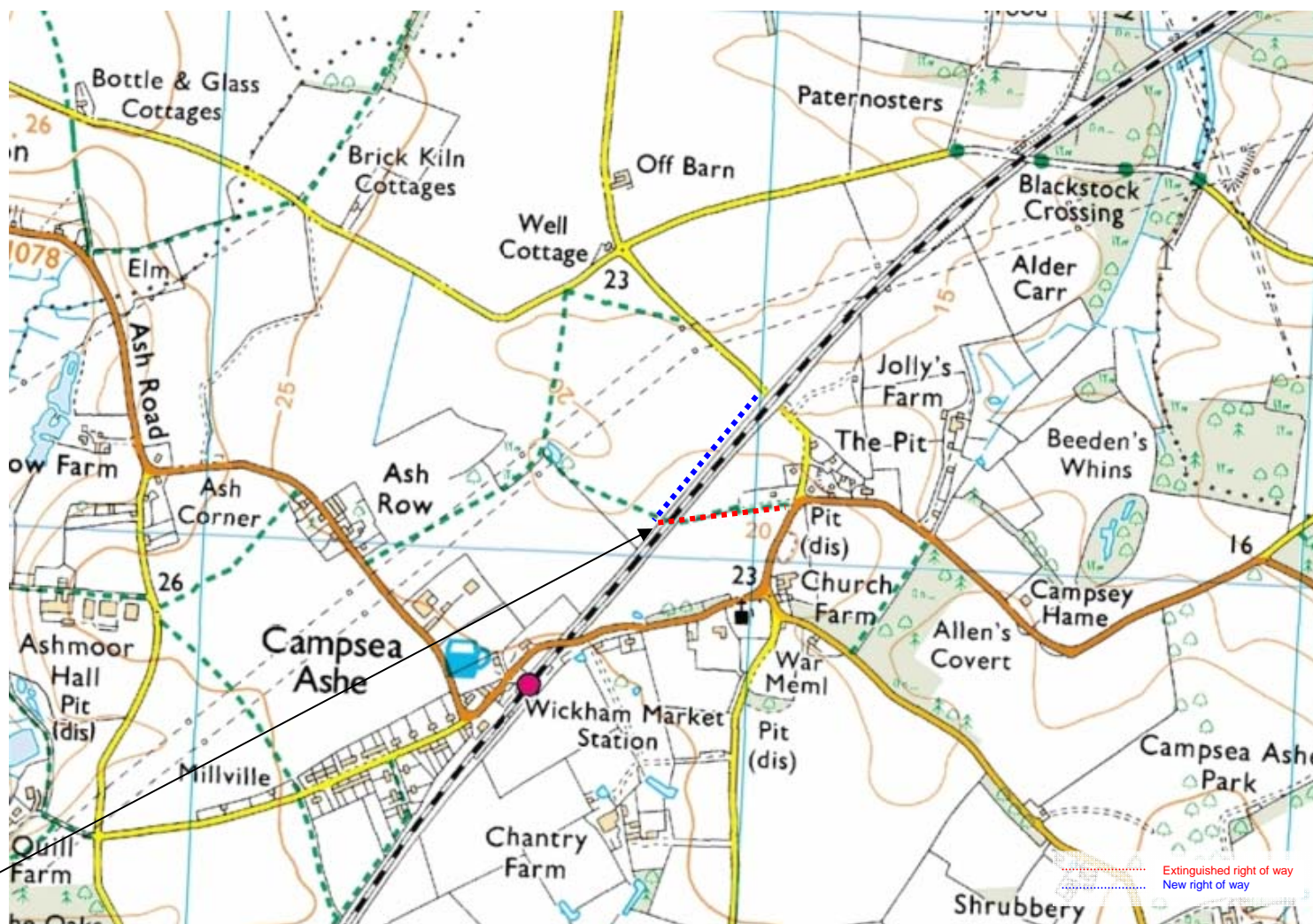




Orchard (diversion to the south via underbridge)

Document Ref: Suff-P1&2 TWAO		RRD	
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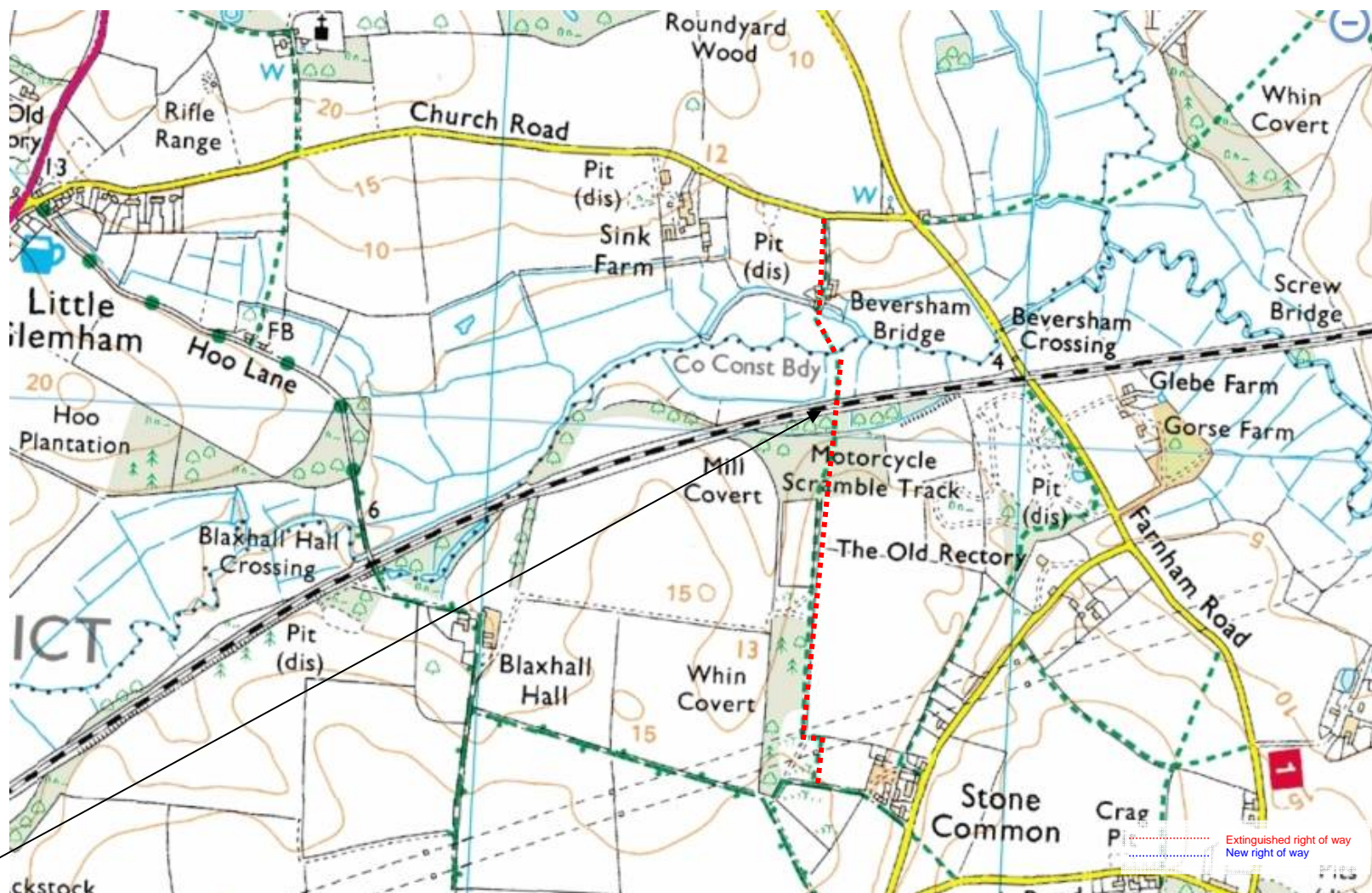




Wicken Market (diversion via overbridge to the north)

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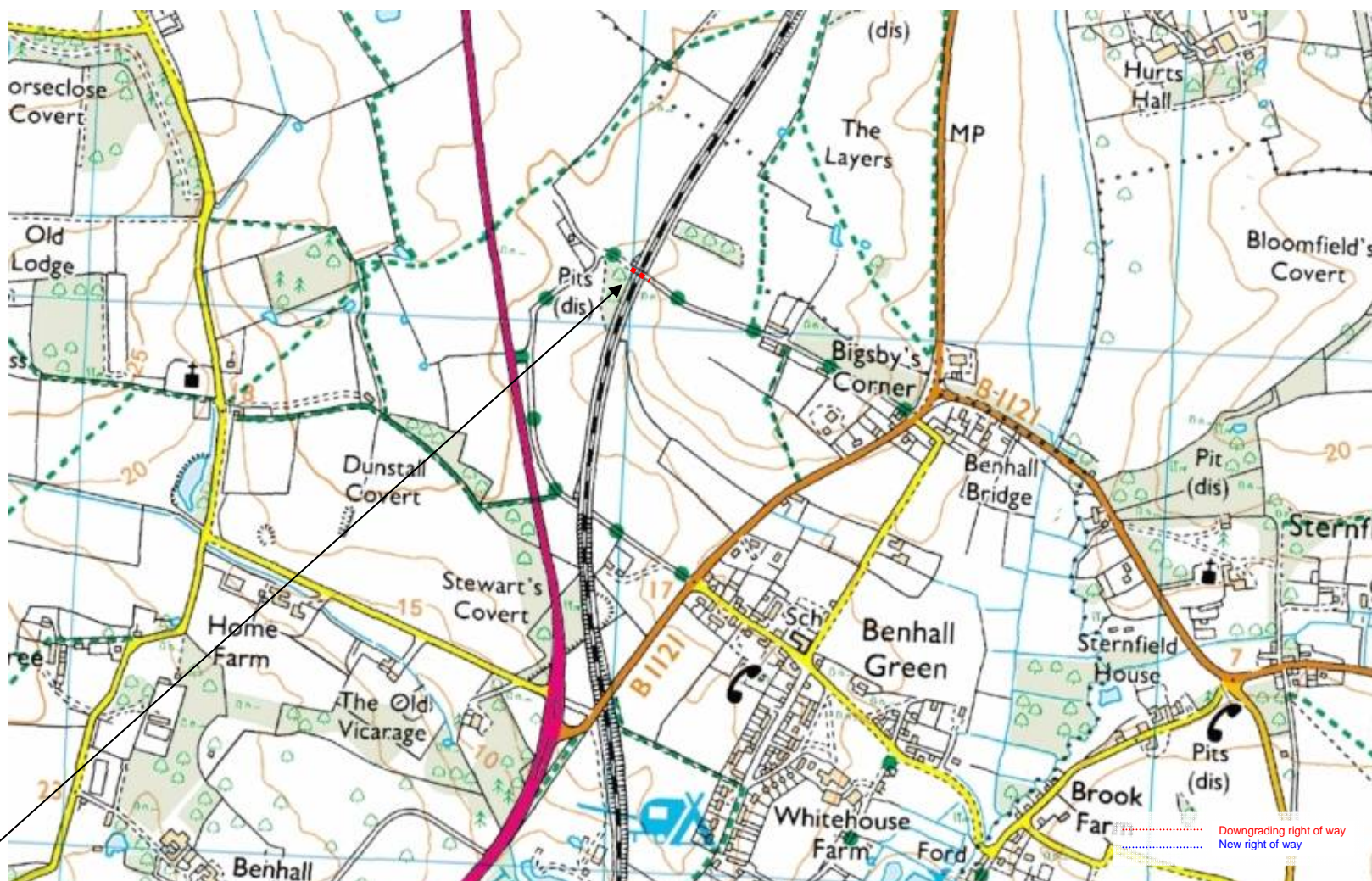




Blaxhall footpath

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Brick Kiln (down grade to footpath)

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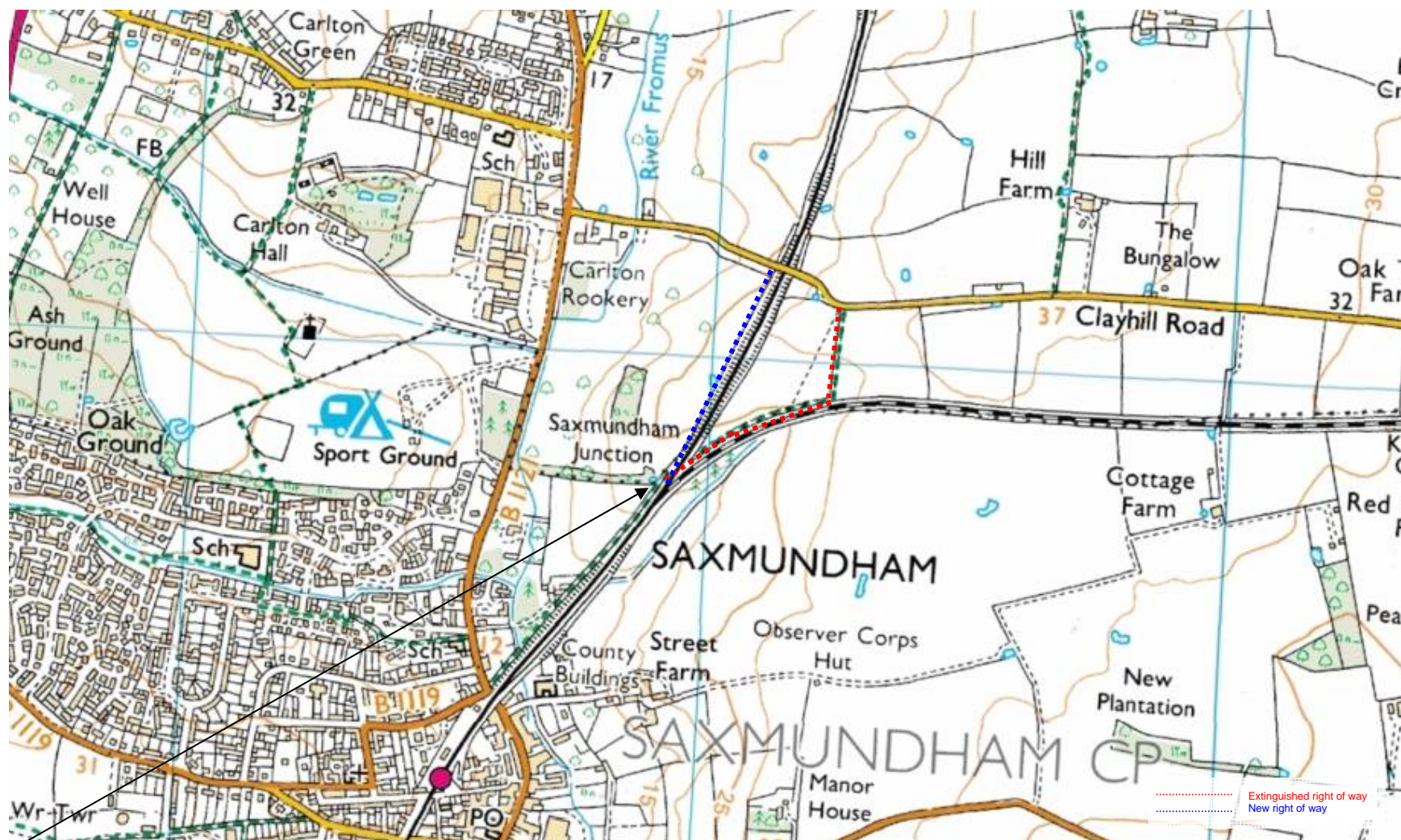
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Saxmundham FP (diversion along railway)

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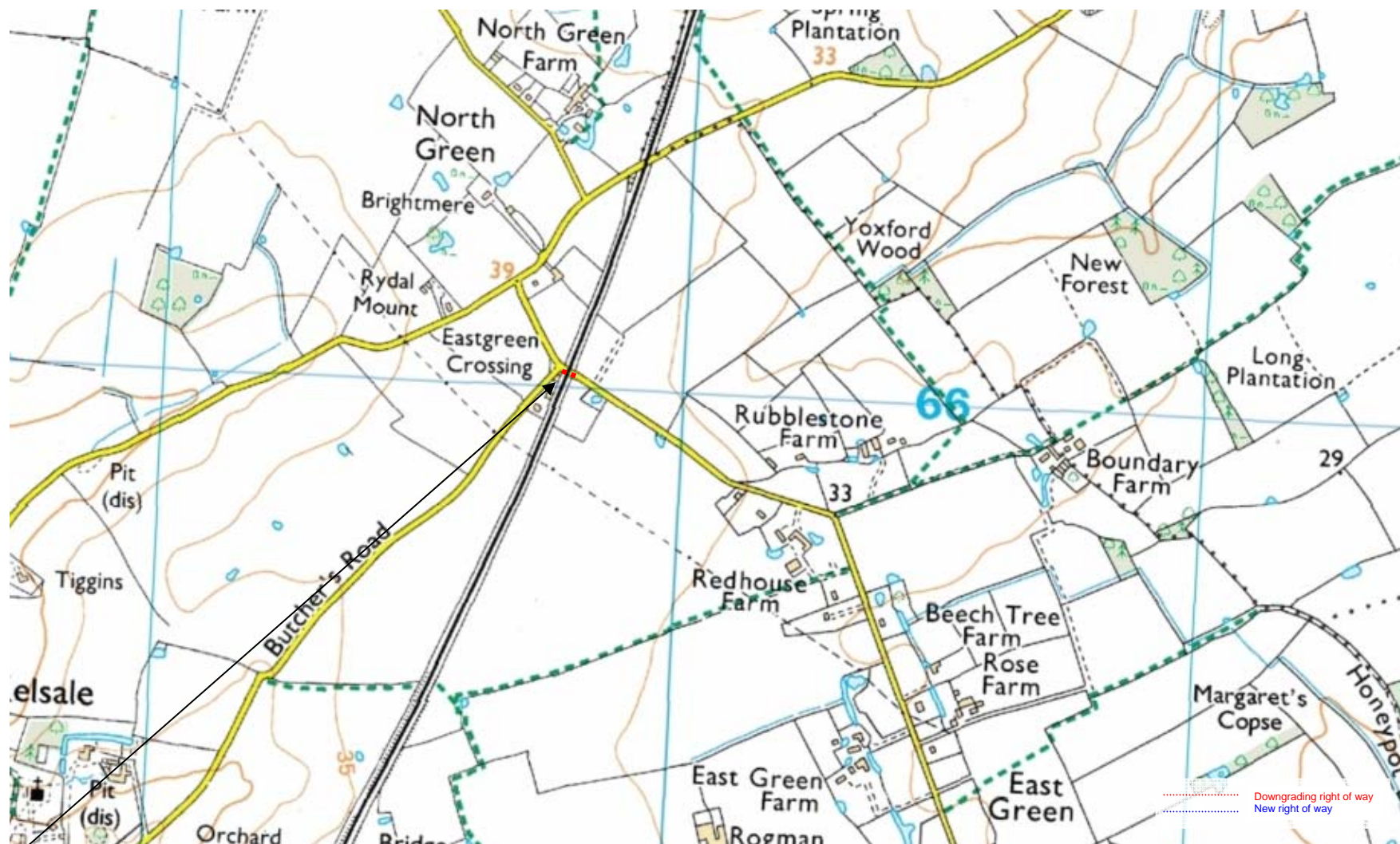




Kelsale Red House (extinguishment to left of railway)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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East Green (downgrade to footpath)

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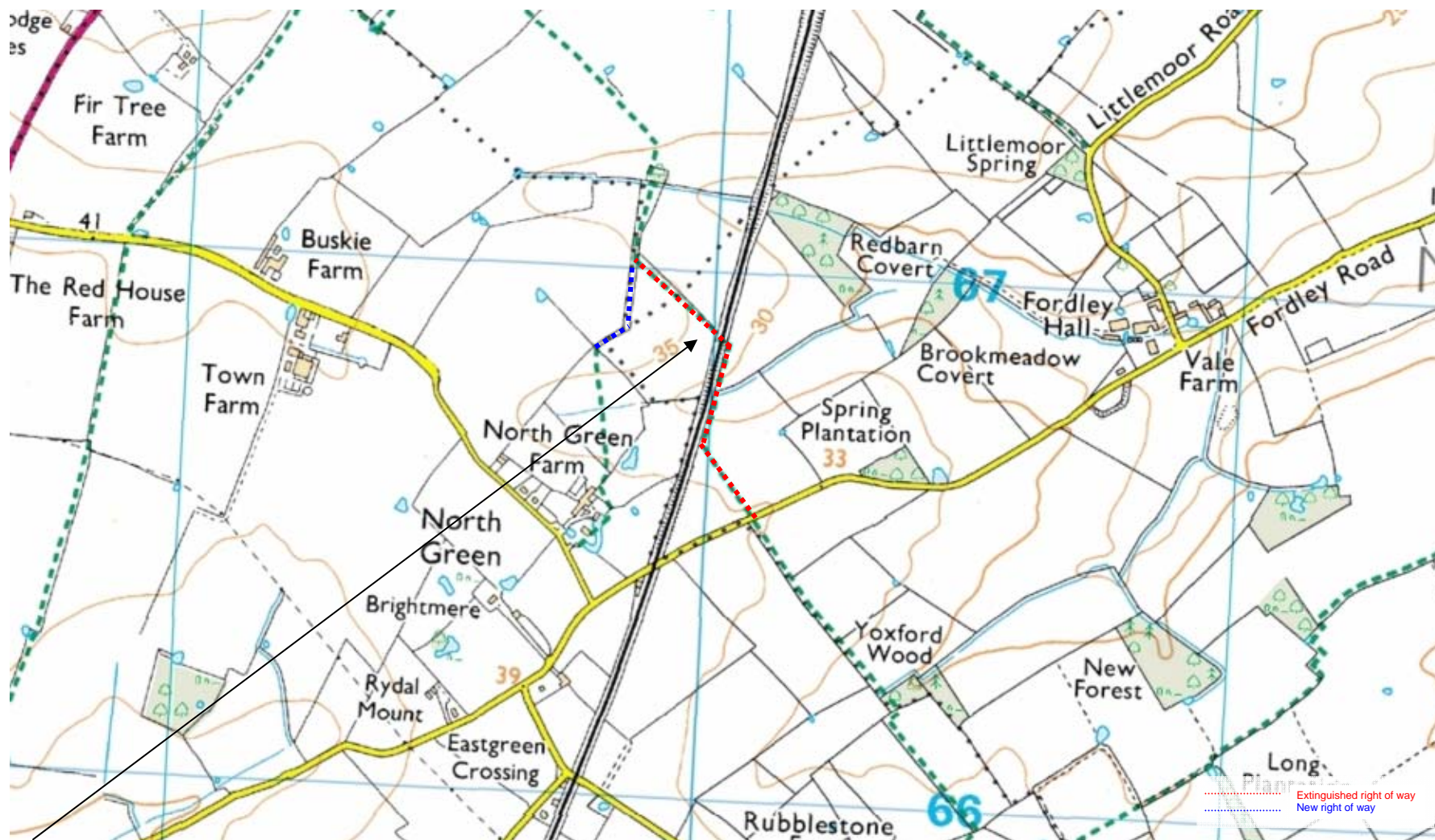
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Date: 13<sup>th</sup> January 2015

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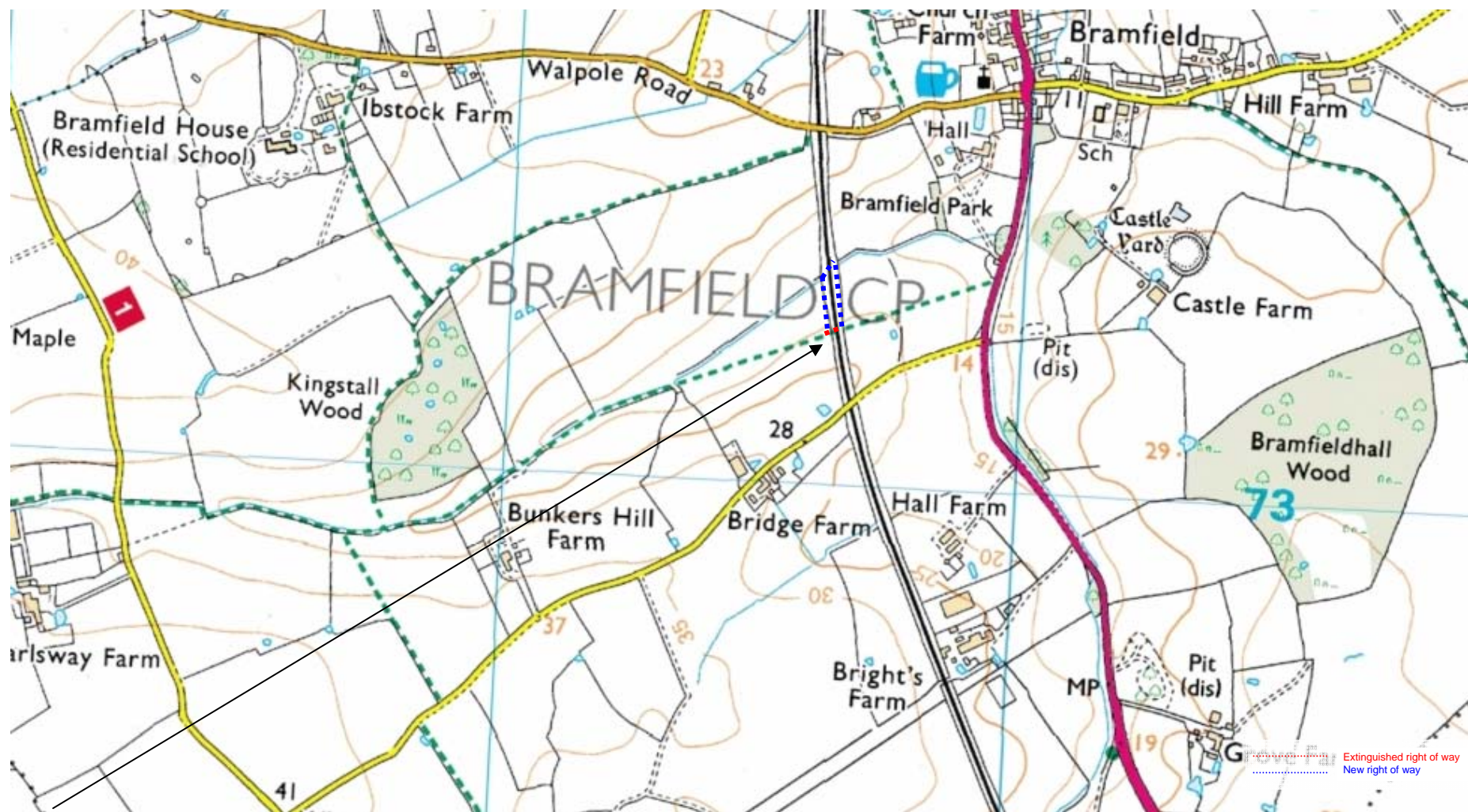




Fordly Hall (diversion to North Green)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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Bunkers Hill (diversion to the north to use underbridge near field boundary)

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Mells (diversion to run on west side of railway to Weston)

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Turneys & Mayfield Low footpaths (extinguishment & diversion along railway to the east to Bampton crossing)

Document Ref: Suff-P1&2 TWAO

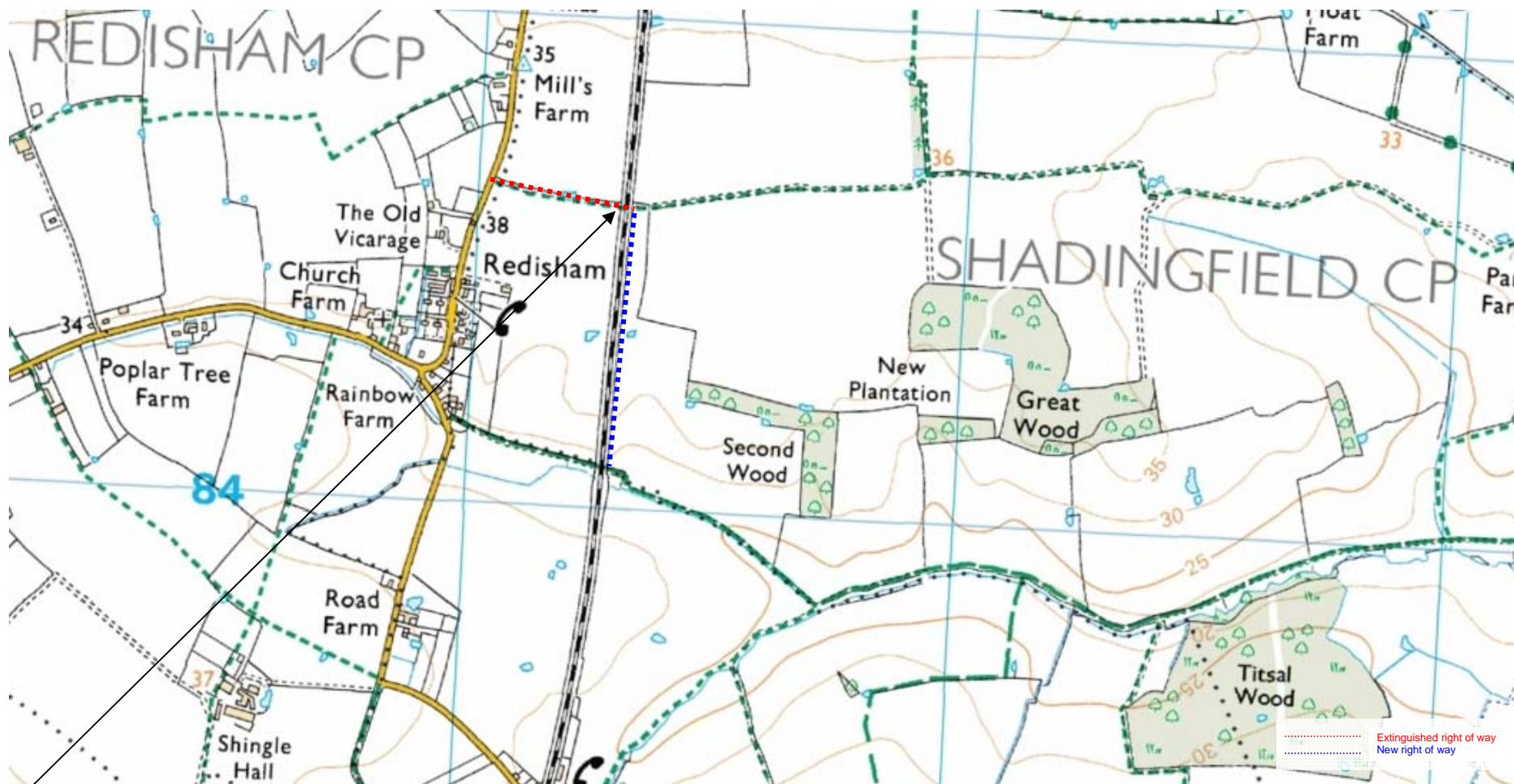
Issue: 1.0

Date: 13<sup>th</sup> January 2015

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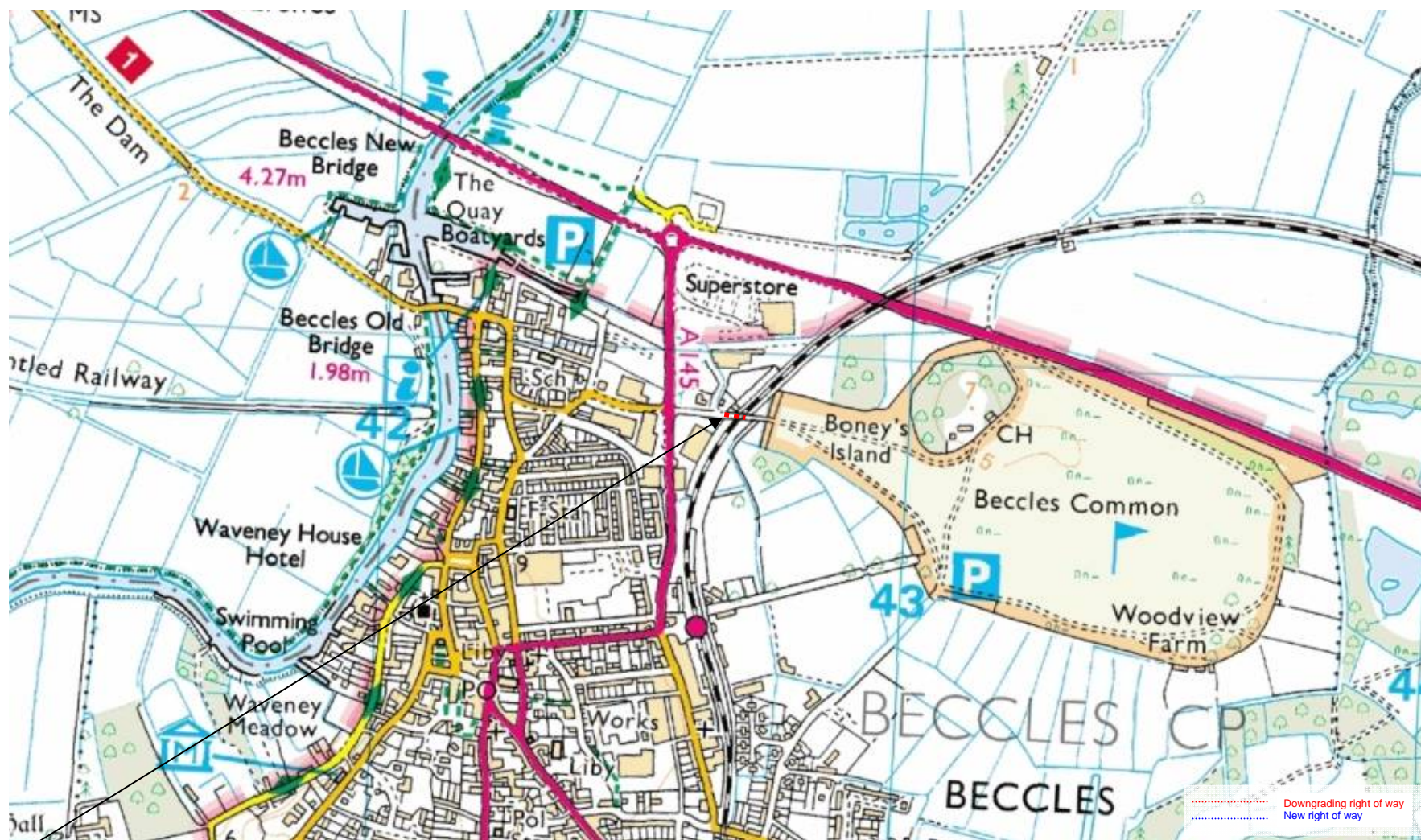




Redisham (diversion to underbridge to the south)

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Issue: 1.0		
Date: 13 <sup>th</sup> January 2015		
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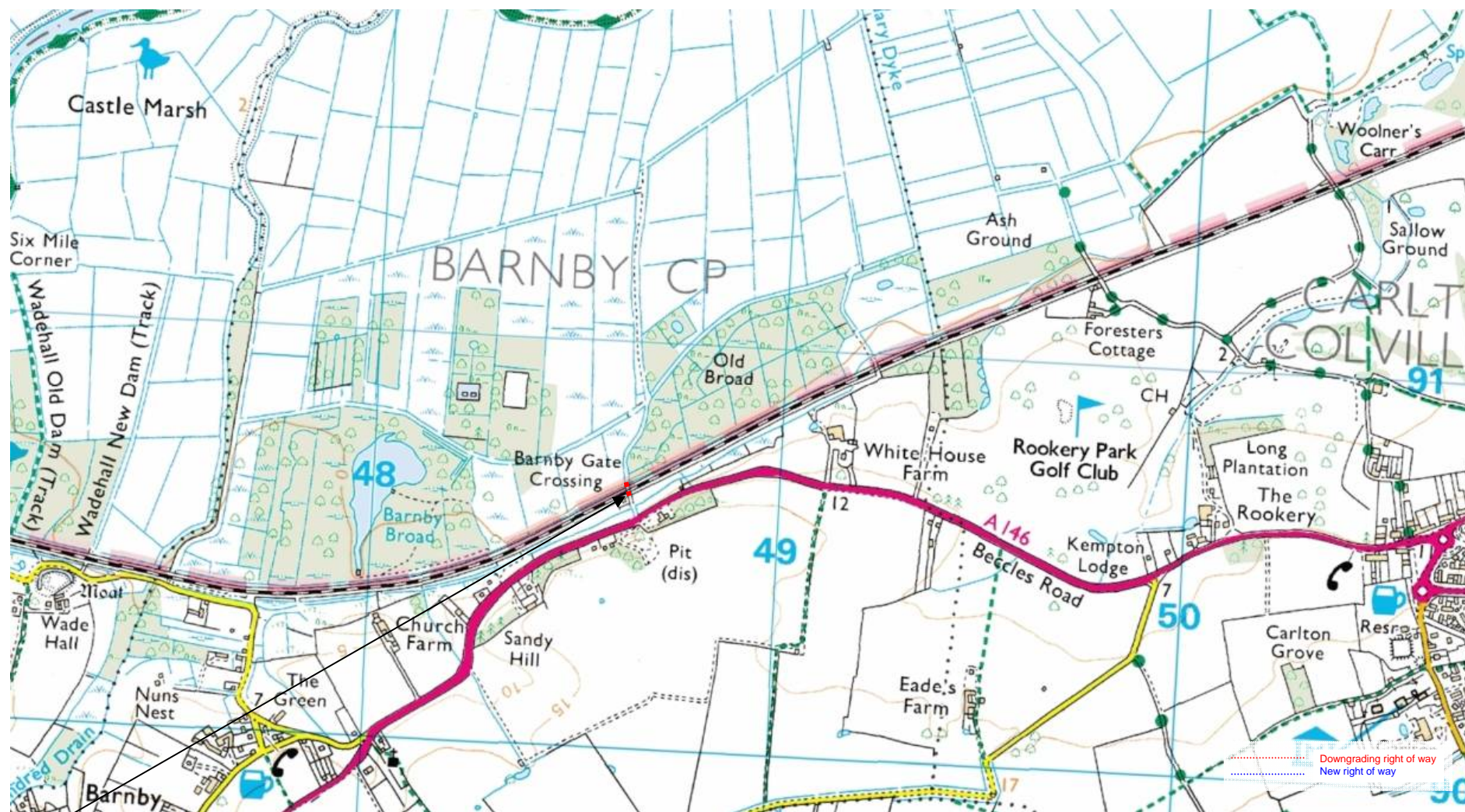




Common Lane (downgrade to footpath)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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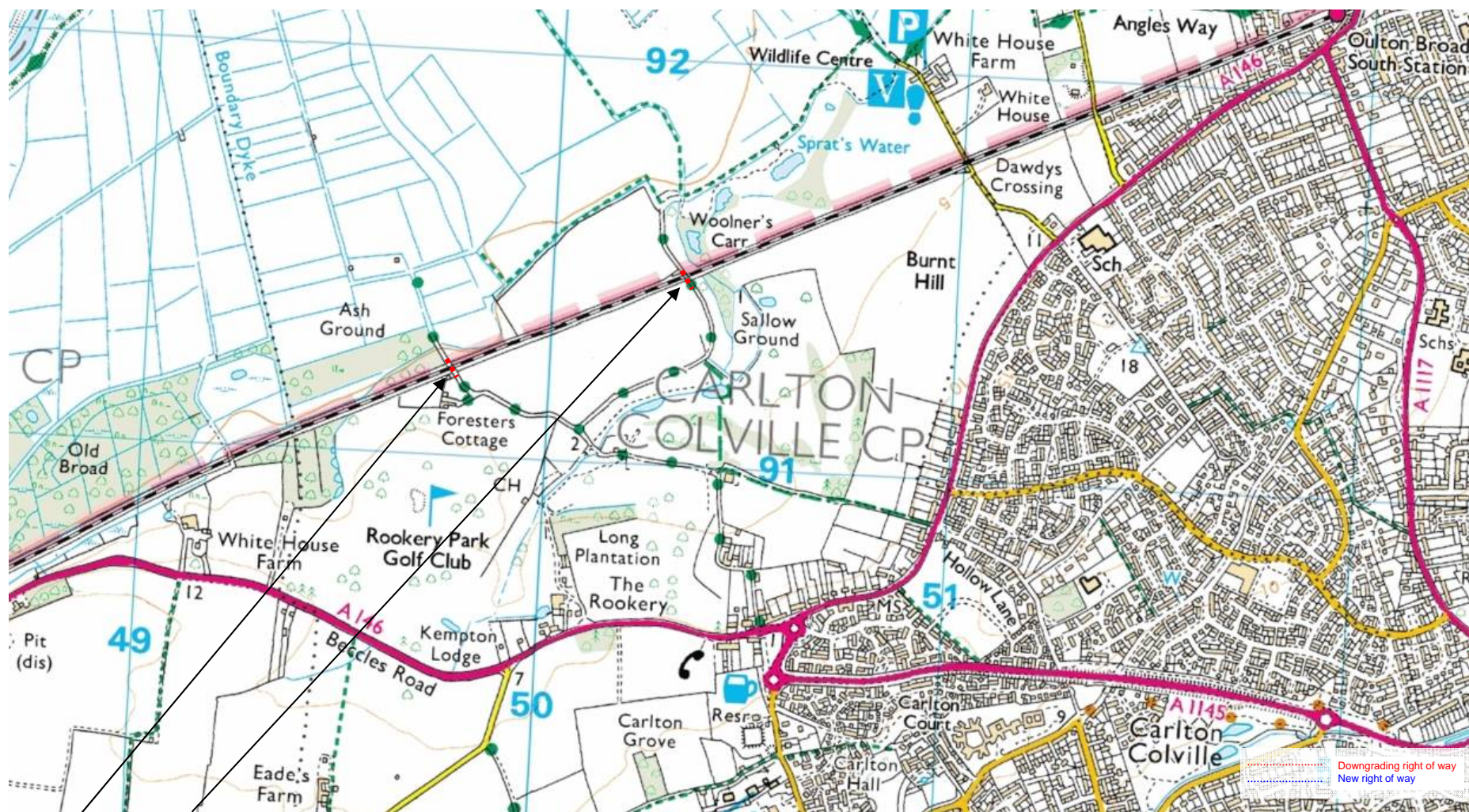




Barnby (footpath not shown on maps)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
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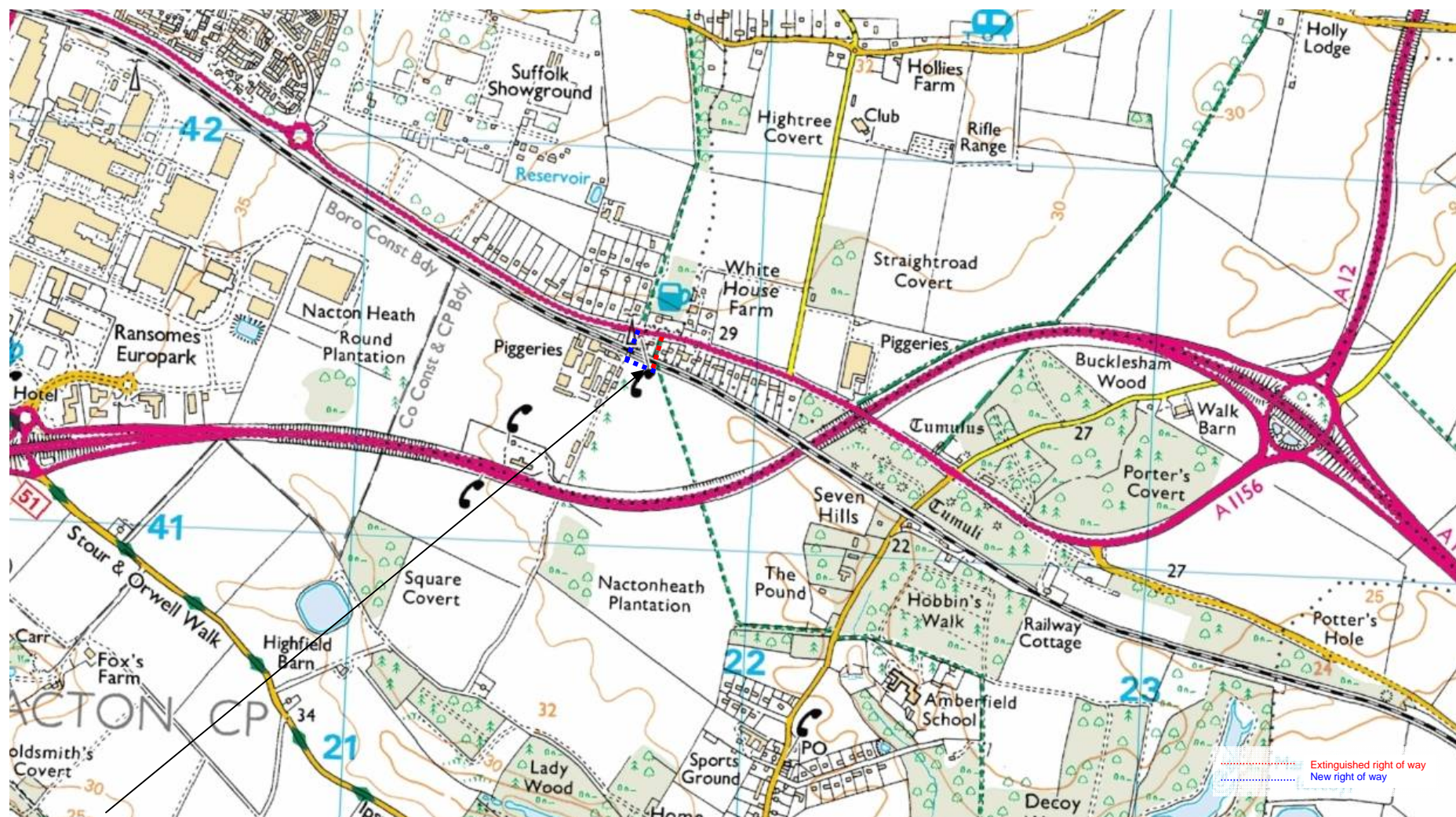




Hillings & Spratts Water (downgrade to footpath)

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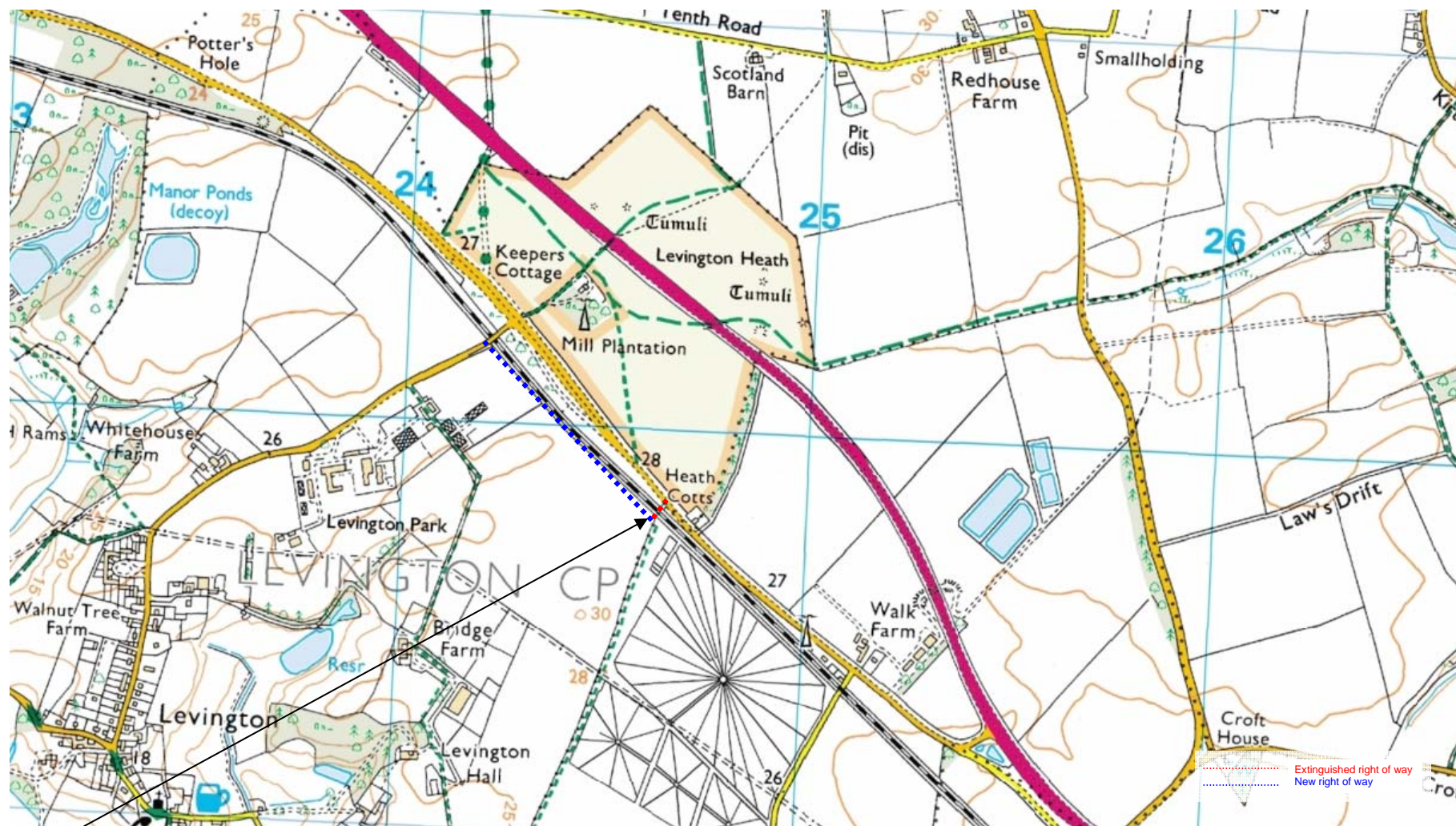




Shepherd & Dog (diversion over Routes)

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Issue: 1.0			
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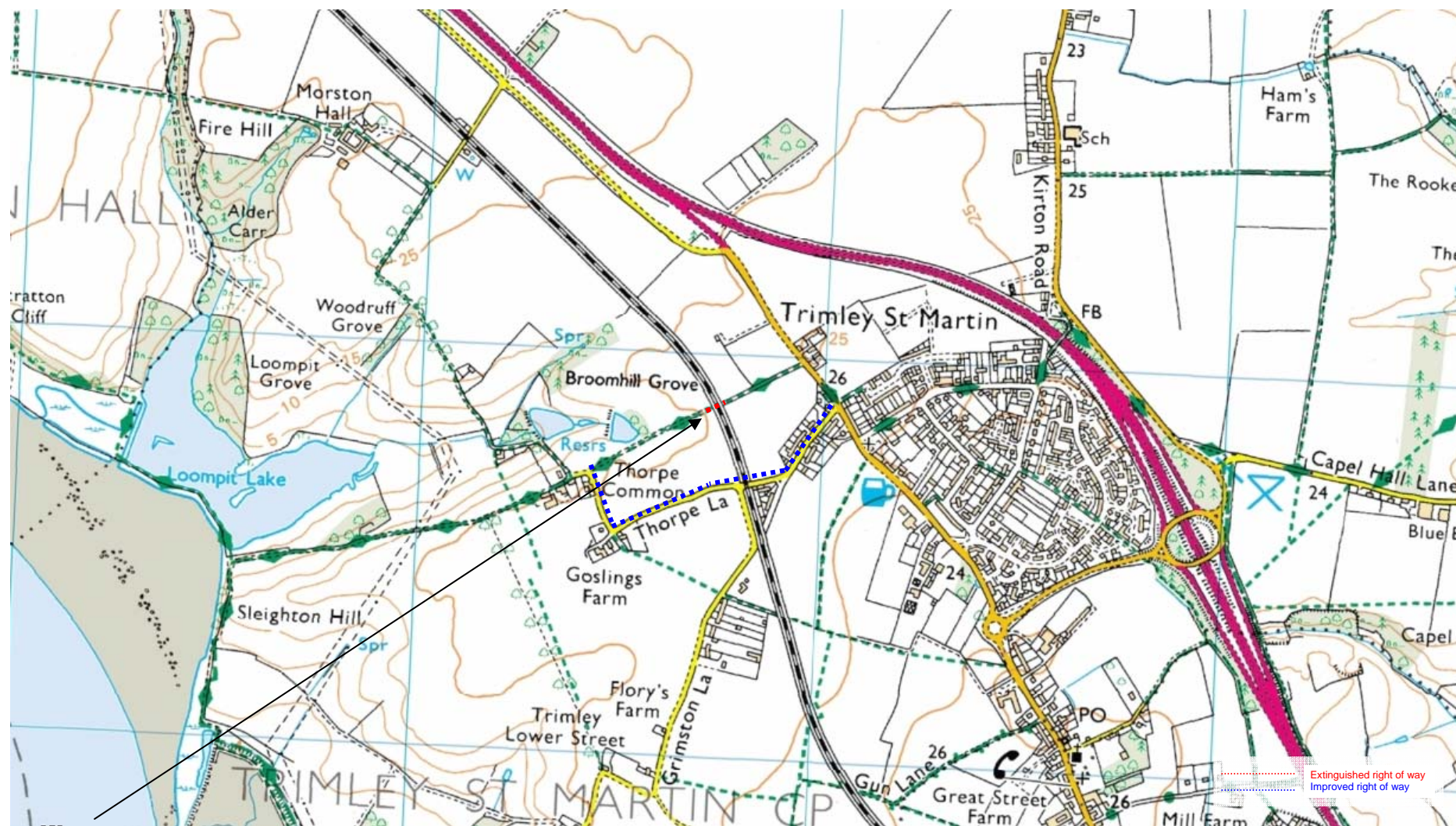




Levington Heath (diversion)

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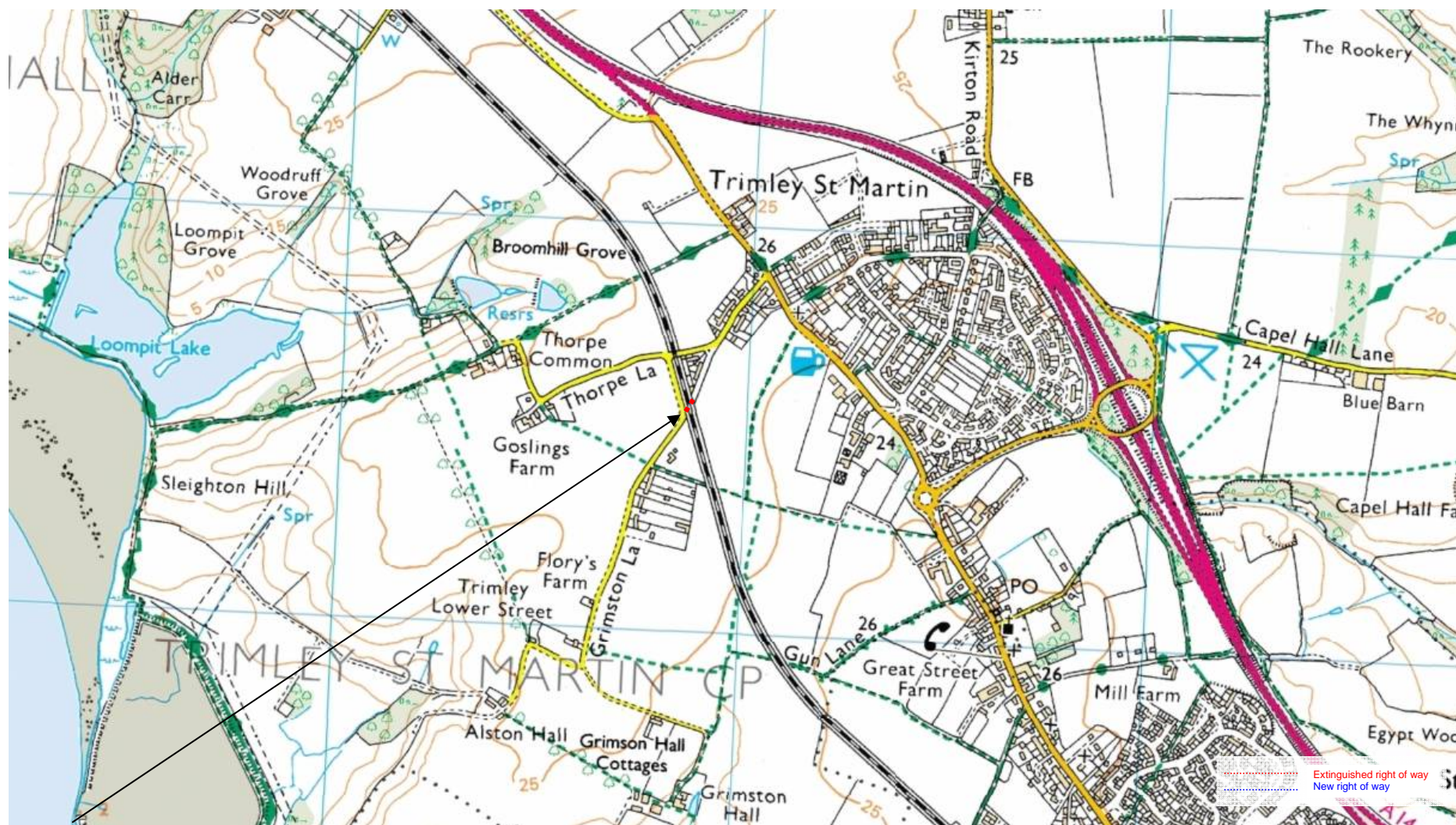




Thorpe Grove (diversion)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
Issue: 1.0			
Date: 13 <sup>th</sup> January 2015		Page:	67 of 71





Grimston Lane No.2 (extinguished)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
Issue: 1.0			
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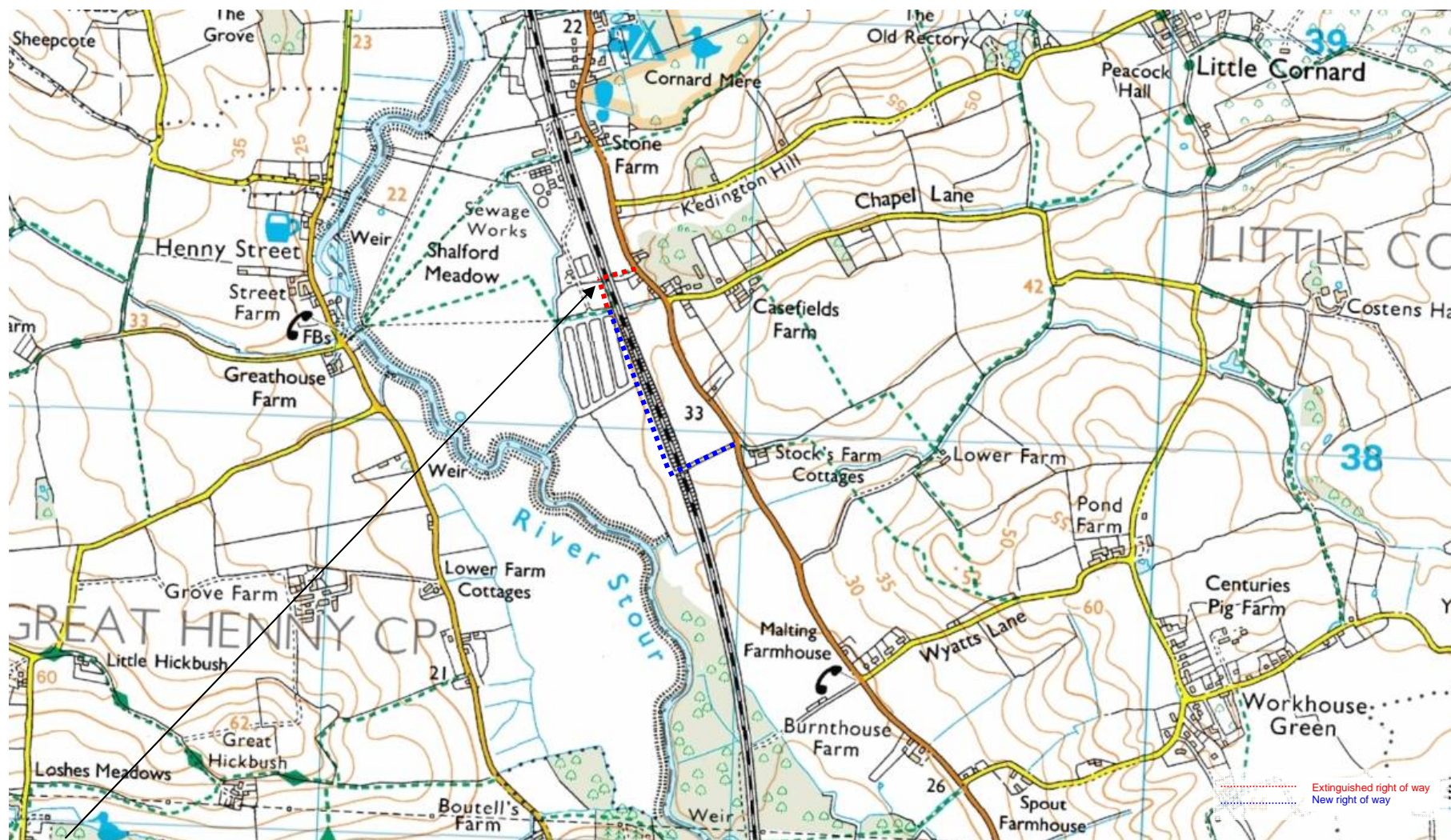
# Route Requirements Document – Suffolk Phase 1 & 2 TWAO – Mainline & Branchline



Gun Lane (see Felixstowe Branch Line order)

Document Ref: Suff-P1&2 TWAO		RRD	
Issue: 1.0			
Date: 13 <sup>th</sup> January 2015		Page:	69 of 71



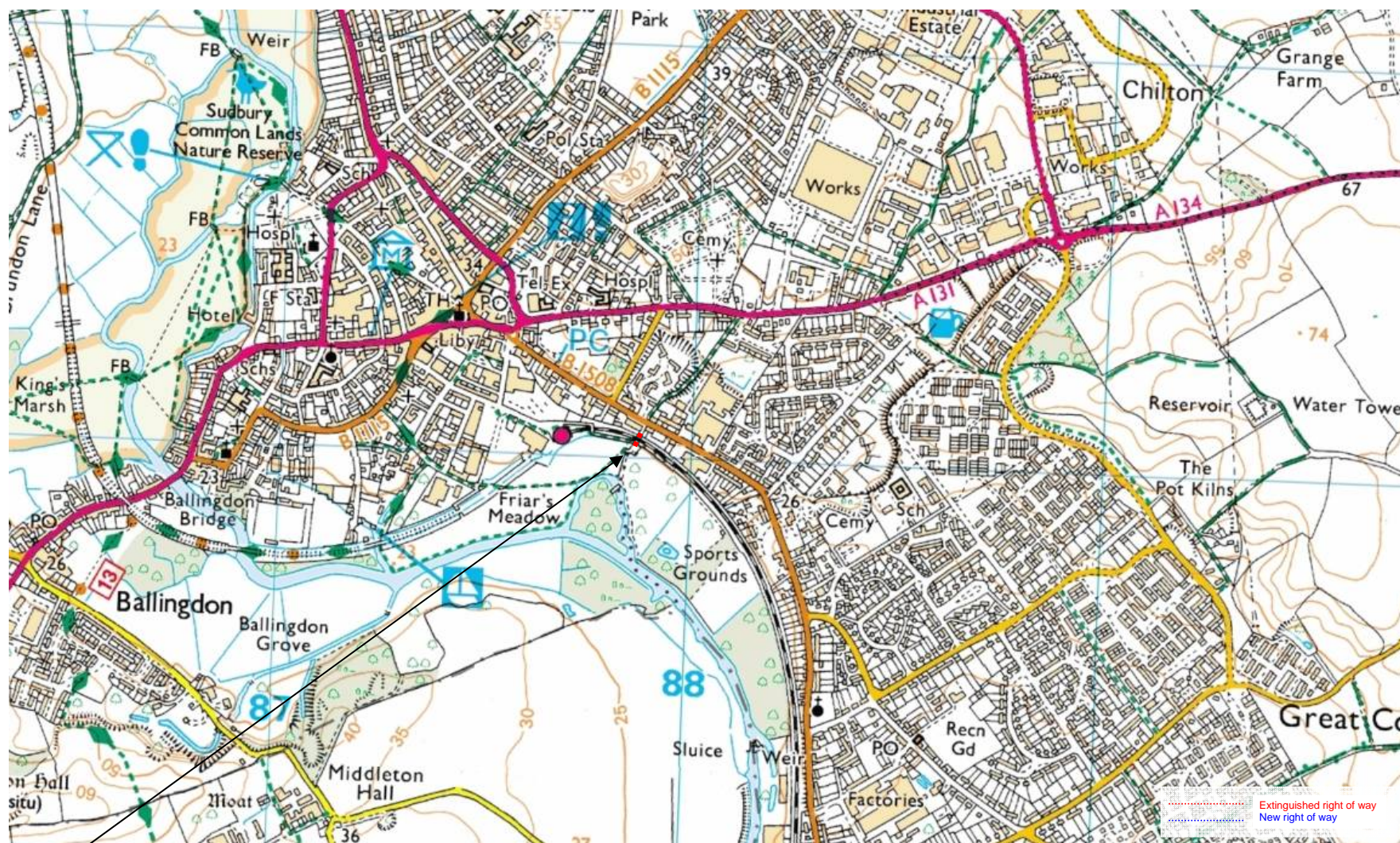


Shalford Meadow (diversion to overbridge to south)

Document Ref: Suff-P1&2 TWAO		<b>RRD</b>	
Issue: 1.0			
Date: 13 <sup>th</sup> January 2015		Page:	70 of 71



# Route Requirements Document – Suffolk Phase 1 & 2 TWAO – Mainline & Branchline



Ladysbridge

Document Ref: Suff-P1&2 TWAO		RRD
Issue: 1.0		
Date: 13 <sup>th</sup> January 2015		Page: 71 of 71



## **TAB 2**





# Transport & Works Order (TWAO) Anglia Route GRIP 1 Review

County Summary  
Suffolk

354763/RPT113  
Revision B  
March 2016



# Transport & Works Order (TWAO) Anglia Route GRIP 1 Review

Suffolk

March 2016

Revision	Date	Originator	Checker	Technical Approver	Project Approver	Description
A	March 2016	S Price	D Weir	D Weir	JA Smith	First Issue
B	March 2016	S Price	D Weir	D Weir	J Smith	NR comments

## Information class:

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# 1 Introduction

## Context

Network Rail has taken steps to close or reduce potential risk at many level crossings on the railway network and is continually looking at ways to improve safety, reliability and value for public money. This is achieved through various existing programmes and initiatives including the National Level Crossing Closure Programme which is based around safety criteria. Additionally, Network Rail has developed the Anglia Level Crossing Reduction Strategy to consider options to provide alternative means of crossing the railway to help expedite the process. In particular the strategy will help to:

- Improve the safety of level crossings users;
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy;
- Reduce the ongoing operating and maintenance cost of the railway;
- Reduce delays to trains, pedestrians and other highway users;
- Improve journey time reliability for all railway, highway and other rights of way users

The purpose of the Anglia Level Crossing Reduction Strategy is to bring about safety benefits, allow Network Rail to more effectively manage their assets, to reduce the ongoing maintenance liability of the railway and enable various separate enhancement schemes.

## The Strategy

The Anglia Level Crossing Reduction Strategy comprises 5 phases; however the Mott MacDonald commission currently only relates to Phases 1 and 2 at the concept (GRIP1) feasibility stage.

Phase 1 (mainline) and 2 (branch line) comprise level crossings where the proposals do not include any new forms of grade separation across the railway, and where benefits may be deliverable and affordable within Network Rail Control Period 5 (to 31/3/19). Network Rail has specified within Route Requirement Documents and correspondence the 221 level crossings which should be considered within the Phase 1 and 2 concept feasibility study.

Phases 3 to 5 include new grade separated crossings of the railway, and diversion or downgrading of major highways. Network Rail has advised that these later phases are likely to be implemented within Control Period 6 (2019 to 2024) after Phases 1 and 2 are implemented. This is because the more substantive associated infrastructure means that they will take longer to develop and secure the necessary funding. It is expected that planning work on Phases 3 to 5 may be progressed during the latter stages of CP 5 although the implementation is likely to be during Control period 6.

## The Projects

Four separate Projects have been identified within the Strategy as listed below:

1. The county of Norfolk
2. The county of Suffolk
3. The county of Cambridgeshire
4. The county of Essex (and others) also including the county of Hertfordshire, the unitary authority of Thurrock and the London Borough of Havering.



Each of the four Projects will be the subject of a separate application under the Transport and Works Act 1992 for which Network Rail intends to apply. This will include the powers necessary to enable it to implement the Projects such as the acquisition of land, or rights over land, extinguishment of existing rights and alteration of rights including downgrading of public roads.

The Norfolk Project Transport and Works Act Order (TWAO) preparation will not be progressed at this time and the number of level crossings within the Suffolk TWAO will be reduced from those assessed within the GRIP1 concept feasibility study. Within each Project where level crossings interact with one another they will be arranged into packages.

An individual level crossing feasibility report (references are contained within Table 1.1) has been prepared for each of the 221 level crossing sites considered within the GRIP1 study. In addition the following reports have been produced:

- Stakeholder Management Plan
- Compensation Code Note
- Diversity Impact Assessment scoping report
- Stage 1 Road Safety Report
- Census (traffic survey) scoping report
- Cost estimate report

This report provides a summary of the salient facts for the county of Suffolk at the GRIP1 concept feasibility stage; summary reports will be produced for the other Projects within the Strategy. These will form part of the evidence base for the Strategy as it is progressed through the planning process, with TWAO applications likely to be submitted in early 2017 and public inquiries in late 2017 or early 2018.



## 2 Summary of Proposals

### 2.1 Feasibility Studies

Mott MacDonald was instructed to review the GRIP0 proposals provided in Network Rail's Route Requirement Document, reference 148339-Suffolk. As part of these studies, site visits were undertaken at all level crossing proposal sites in August/September 2015 (where physically possible).

The Anglia Route GRIP 1 Review considered an "assessed solution" which was agreed with Network Rail following site reconnaissance at the level crossings. The assessed solution was based on the GRIP0 proposal from the Route Requirements Document with some GRIP0 solutions subject to minor tweaks with a smaller number of proposals adopting entirely new solutions.

Mott MacDonald scoped the requirements for a Stage 1 Road Safety Audit (RSA) on the level crossing proposals. The findings of the RSA are provided in Suffolk Stage1 Road Safety Audit, Report Number 354763/RPT220.

Mott MacDonald undertook a preliminary Diversity Impact Assessment (DIA) which reviewed the likely impact that closure of level crossing would have on their surrounding communities and additionally determine which of the level crossing proposals may require a formal DIA. The findings of the scoping exercise are reported in Diversity Impact Assessment - Scoping Report, Report Number 354763/RPT 225.

Network Rail supplied level crossing usage data which was reviewed, and consideration given to the number and nature of users at each crossing. This review was combined with details of the GRIP 1 proposals along with comments from the relevant local authority in order to make recommendations regarding the nature and quantity of additional data collection required during the next stages of the project. The level crossing proposals were categorised by level of importance (high, medium, low) to indicate whether further surveys are required to support the proposals. These findings are summarised in Table 1.1.

### 2.2 Summary Table

In order to present a concise summary of the results of the GRIP1 Review a tabulated presentation of the data has been prepared; **Table 1.1** provides a list of all of the level crossings that are located in Suffolk which have been investigated as part of this review. The headings used in the summary table are described below along with a key to their sub-categories.

**Crossing name:** Network Rail's level crossing name;

**Footpath reference:** The name of the Public Right of Way (PRoW) taken from the definitive map which was provided by Suffolk County Council. The footpath name is predominately made up of the Parish of which it is located in along with a unique reference number from within the County.

**Crossing type:** An abbreviation of the level crossing types with a description provided below.

- AHB – Automatic half barrier crossing;
- BW – Bridleway level crossing;
- BWG – Bridleway level crossing with gates;
- CCTV – Barrier crossing with Closed circuit television;



- FP – Footpath level crossing;
- FPG – Footpath level crossing with gates;
- FPK – Footpath level crossing with kissing gates;
- FPO – Footpath level crossing open;
- FPS – Footpath level crossing with stiles;
- FPW – Footpath level crossing with wicket gates;
- FPWM – Footpath level crossing with wicket gates and miniature warning lights;
- FPX – Footpath level crossing that is fenced off;
- MGH – Level crossing with manned gates - hand operated;
- MSL – Level crossing with miniature stop lights;
- Sleeping Dog – A crossing where rights to cross the line still exist but are not exercised and there is very little or no trace of a crossing on site. It is not possible for the crossing to be used;
- UWC – User worked crossing;
- UWCM – User worked crossing with miniature warning lights;
- UWCT – User worked crossing with telephone;
- UWG – Public road crossing with user worked gates; and
- WT – Wave Train Fitted.

**MM ref:** Mott MacDonald's unique reference number for each level crossing;

**MM report (RPT):** Mott MacDonald's unique feasibility review report reference number for that particular level crossing;

**Proposal category:** Six categories have been used to describe the level crossing closure proposals, namely:-

- **Category 1:** Closures that involve no material works (i.e. no level crossing apparatus to remove) but require the formalisation of the legal status of the crossing under a TWAO. An example of these include level crossings with access prevented by fencing or barriers where it is not possible to cross the railway using the level crossing; an alternative means of crossing the railway may already have been provided under a separate scheme such as a stepped footbridge constructed immediately next to a level crossing;
- **Category 2:** Closures that are extinguishments of the level crossing rights and do not involve any works outside of Network Rail's land. Involves the removal of the crossing apparatus;
- **Category 3:** Closures where Public Rights of Way (PROWs) are diverted on either private land or within the public highway and that involve no substantive physical works;
- **Category 4:** sites where extinguishments are required and PROWs are to be stopped up (outside of NR boundary) and be diverted via the creation of new diversion routes that may involve works such as new steps, ramps, footway provision etc.
- **Category 5:** Closures that involve works on private land or within the public highway but do not affect the PROW; and
- **Category 6:** Proposals to downgrade the status of the crossing, for example from a public road to a private user worked crossing and a bridleway.

**RSA (y/n):** This column states (yes or no) whether a Stage 1 Road Safety Audit has been undertaken on the level crossing closure proposals;



**RSA Issues (y/n):** This column states (yes or no) whether any road safety problems were identified in the Stage 1 Road Safety Audit (if applicable);

**Landowner consultation:** This column states (yes or no) whether any consultation was undertaken with affected landowners;

**Cost:** A capital cost estimate at 3<sup>rd</sup> Quarter 2015 costs for the proposed level crossing closure works;

**Council position:** A short statement on Suffolk County Council's position on the level crossing proposals following a series of meetings;

**Delivery risk:** A high level judgement on the deliverability of the proposal, acknowledging any associated risks such as environmental, constructability etc constraints;

**Comment:** A brief comment on any risks associated with the proposal;

**Additional census priority:** A high level indication of whether a level crossing usage census (or other) is prioritised to support the proposals, categorised by level of importance (high, medium, low). The rationale behind these priorities is outlined in the report 354763/RPT239;

**DIA Scoping Rating:** The findings of a Diversity Impact Assessment (DIA) scoping exercise which grouped the closure proposals into three categories, namely:-

- **Red:** Further, detailed assessment required to proceed. Consider a full DIA evidence gathering process to support completion of the Network Rail pro forma;
- **Amber:** Site can be closed as soon as infrastructure interventions have taken place. Complete Network Rail DIA pro forma based on available evidence; and
- **Green:** Site can be closed immediately with minimal impact and intervention. Review, sign-off and no further DIA work required at this stage.

**Alternative for Study:** This column states (yes or no) as to whether any other alternative options were identified in addition to the assessed option. Alternative options that may have arisen during the review stage by the design team or have been requested by Suffolk County Council;

**NR Progressed at GRIP2 (y/n):** A statement (yes or no) whether Network Rail has instructed the level crossing closure proposal to proceed to GRIP Stage 2.



Table 1.1 County Summary Suffolk

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION							NEXT STAGE				
Crossing Name	Footpath Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
Sea Wall	FP13 Brantham	FPS	S01	44	Cat 4	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Proposed solution depends on development	Medium	Green	Yes	Yes
Brantham High Bridge	FP6 Brantham	FPS	S02	45	Cat 4	Yes	No	Yes		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Further work needed on land issues along proposed diversion route	Medium	Green	Yes	Yes
Buxton Wood	FP22 Bentley	FPS	S03	46	Cat 4	Yes	Yes	No		No objections at this stage	HIGH	Further detailed design work and land issues to be resolved to ensure steps can be installed satisfactorily	Medium	Green	No	Yes
Island	FP18 Bentley	FPS	S04	47	Cat 4	Yes	No	No		Objected	Low		Medium	Green	No	Yes
Pannington Hall	FP34 Wherstead	FPS	S05	48	Cat 4	No	No	Yes		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Further work needed on land issues along proposed diversion route	Medium	Green	Yes	Yes
Daines-Mayhew	FP15a Little Blekenham	FPS	S06	49	Cat 4	yes	Yes	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Difficult solution with engineering challenges to resolve including land issues	Medium	Amber	Yes	Yes
Broomfield	FP12 Barham	FPS	S07	50	Cat 4	Yes	Yes	No		Objected to alternative route north. Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Low		Medium	Green	Yes	Yes
Stacpool	FP33 Barking	FPS	S08	51	Cat 4	Yes	No	Yes		Objected	Medium	Land issues with Quarry to be resolved	Medium	Green	No	Yes
Willow Walk	FP6 Needham Market	FPS	S09	52	Cat 3	No	No	No		Objected	Medium	Alternative diversion route is favoured by SCC and requires further	High	Green	No	No



												investigation of culvert underpass				
Gypsy Lane	FP39 Creting	FPG	S10	53	Cat 4	No	No	No		Objected to closure proposal.  Alternative recommendation is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Proposed footpath improvements on Hawks Mill Lane will require significant engineering consideration and may preclude the solution from being progressed	High	Amber	Yes	No
Leggetts	FP6 Old Newton & Dagworth	FPS	S11	54	Cat 3	No	No	No		Objected	Low		High	Green	No	Yes
Gooderhams	FP19 Bacton	UWC(T) & FPS	S12	55	Cat 2	No	No	Yes		Objected	Low		High	Green	No	Yes
Fords Green	FP14 Bacton	FPS	S13	56	Cat 3	No	No	Yes		Objected	Low		High	Green	No	Yes
Steggals	FP14 Cotton	FPO	S14	57	Cat 1	No	No	No		NR have removed this from scheme	Low		No data collection required	Green	No	No
Finningham	FP15 Cotton	FPS	S15	58	Cat 3	No	No	No		NR have removed this from scheme	Low		High	Green	No	No
Gislingham	BW10	FPG	S16	59	Cat 4	No	No	No		No objections at this stage	Low		High	Green	No	Yes
Paynes	FP22 Gislingham	FPS	S17	60	Cat 4	No	No	No		No objections at this stage	Low		Medium	Green	Yes	Yes
Cowpasture Lane	Byway 11 Mellis	BWG	S18	61	Cat 6	No	No	No		No objections at this stage	Low		High	Green	No	Yes
Rectory Road	Rectory Road	AHB	S19	62	Cat 6	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Rights of equestrians to be resolved	High	Green	Yes	Yes
Beecroft	Beecroft	UWC(T)	S20	63	Cat 5	No	No	No		No objections at this stage	Medium	Agreement with landowner needed	High	Amber	No	Yes
Abbotts	Abbotts	FPS	S21	64	Cat 2	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Unknown issues with Commoners needs further consideration	High	Amber	No	Yes
Wetherby	Wetherby	FPW	S22	65	Cat 5	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Very well used crossing likely to incur significant public objections	High	Red	Yes	Yes



Higham	FP1 Higham	FPS	S23	66	Cat 3	Yes	No	No		No objections at this stage	Low		High	Green	No	Yes
Higham Ground Frame	FP4 Higham	FPS	S24	67	Cat 4	Yes	Yes	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	RSA issues to be resolved	High	Green	Yes	Yes
Cattishall	FP17 Great Barton	FPW	S25	68	Cat 4	No	No	Yes		Objected	Low		High	Green	Yes	Yes
Great Barton	BR12 Great Barton	BWG	S26	69	Cat 2 – removed from scheme	No	No	No		NR confirmed this site is to be removed from scheme due to resolution of legal issues			High	Green	n/a	No
Barrels	FP5 Thurston	FPS	S27	70	Cat 4	Yes	No	Yes		Objected	HIGH	Further work needed on land issues along proposed diversion route	High	Green	Yes	Yes
Grove Farm	FP11 Thurston	FPS	S28	71	Cat 4	Yes	No	No		Objected	Medium	Further work needed on land issues along proposed diversion route	High	Green	No	Yes
Hawk End Lane	FP12 Elmswell	FPS	S29	72	Cat 3	No	No	No		No objections at this stage	Medium	Investigation of alternative diversion route needed to ensure deliverability	High	Green	Yes	Yes
Lords No.29	FP9 Elmswell	FPS	S30	73	Cat 3	No	No	No		No objections at this stage	Low		Medium	Green	No	Yes
Mutton Hall	FP35 Wetherdene	FPS	S31	74	Cat 4	Yes	No	No		No objections at this stage	Low		Medium	Green	Yes	Yes
Haughley Green	FP1 Haughley	FPW	S32	75	Cat 4	No	No	Yes		Objected	HIGH	Further work needed on land issues along proposed diversion route	Medium	Green	Yes	Yes
Westerfield FP	FP18 Ipswich	FPS	S33	76	Cat 3	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Low		High	Green	Yes	Yes
Laceys	FP15a Tuddenham St Martin	FPS	S34	77	Cat 4	No	No	No		Objected	Low		Low	Green	No	No
Stennetts No.1	FP13 Rushmere St Andrews	FPS	S35	78	Cat 3	No	No	No		Objected	Low		Medium	Green	No	No
Stennetts No.2	FP13 Playford	FPS	S36	79	Cat 4	Yes	No	Yes		Proposal is acceptable in principle	HIGH	Issues with diversion route	Low	Green	yes	No



									but needs further investigation work at later GRIP stage before council position can be confirmed		and western woodland topography to be resolved					
Gamekeepers	FP9 Playford	FPS	S37	80	Cat 4	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Needs to be considered with S36	Medium	Green	No	No	
Lox Farm	FP18 Little Bealing	FPS	S38	81	Cat 4	yes	No	Yes	Objected	HIGH	Diversion route compromised by land issues - further work needed on land issues along proposed diversion route	Low	Green	Yes	No	
Martlesham	FP9 Great Bealing	FPS	S39	82	Cat 4	No	No	No	No objections at this stage	Low		Medium	Green	No	No	
Notcutts Nursery	Notcutts Nursery	FPS	S40	83	Cat 2	No	No	No	Private – no SCC consideration	Low		High	Green	No	No	
Melton Bromswell	FP5a Bromeswell	FPS	S41	84	Cat 4	No	No	Yes	Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	HIGH	Diversion route compromised by land issues - further work needed on land issues along proposed diversion route	Medium	Green	Yes	No	
Ufford No.38	n/a	UWCT	S42	85	Cat 4	No	No	No	Private – no SCC consideration	HIGH	Diversion route compromised by land issues - further work needed on land issues along proposed diversion route	Medium	Green	Yes	No	
Pettistree	FP8 Pettistree	FPS	S43	86	Cat 4	No	No	No	No objections at this stage	Low		Low	Green	No	No	
Orchard	FP8 Campsea Ashe	FPS	S44	87	Cat 4	Yes	No	No	Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Low		Medium	Green	No	No	
Wicken Market	FP20/22 Campsea Ashe	FPS	S45	88	Cat 4	Yes	No	No	Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Use of existing highway to be considered	Medium	Green	No	No	
Blaxhall FP	FP37 Blaxhall	FPS	S46	89	Cat 4	Yes	No	No	Proposal is acceptable in principle but needs further investigation work at later GRIP stage before	Medium	Further work needed on land issues along proposed diversion route	Medium	Green	Yes	No	



									council position can be confirmed							
Brick Kiln	Brick Kiln	UWCT	S47	90	Cat 2	No	No	Yes		No objections at this stage	Low		High	Green	Yes	Yes
Saxmundham	FP1 Saxmundham	FPS	S48	91	Cat 4	Yes	No	No		No objections at this stage	Medium	Use of existing highway to be considered	Medium	Green	No	No
Kelsale Red House	FP26/27 Kelsale cum Carlton	FPW	S49	92	Cat 3	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Low		High	Green	Yes	No
East Green	East Green	UWCT	S50	93	Cat 6	No	No	Yes		No objections at this stage	Low		High	Green	No	No
Fordly Hall	FP22 Middleton/FP 16a Yoxford	FPS	S51	94	Cat 4	Yes	No	No		No objections at this stage	Medium	Use of existing highway to be considered	Medium	Green	Yes	No
Bunkers Hill	FP1 Bramfield	FPS	S52	95	Cat 4	No	No	No		No objections at this stage	Low		Medium	Green	no	No
Mells	FP8 Wenhaston	FPS	S53	96	Cat 3	Yes	Yes	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Low		High	Green	No	No
Turneys	FP3 Brampton with Stoven	FPW	S54	97	Cat 2	No	No	No		Objected	Low		High	Green	no	No
Mayfield Low	n/a	FPS	S55	98	Cat 4	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Use of existing highway to be considered	Medium	Green	No	No
Redisham	FP1 Shadingfield	FPS	S56	99	Cat 4	No	No	No		Objected	Low		High	Green	No	No
Common Lane North	Common Lane	UWC	S57	100	Cat 6	No	No	No		No objections at this stage	Low		High	Green	Yes	No
Barnby	Barnby	UWCT	S58	101	Cat 6	No	No	Yes		No public rights – scheme to be removed from project	Low		High	Green	Yes	No
Hillings Road	Hillings Road	UWCT	S59	102	Cat 6	No	No	Yes		Objected	Low		High	Green	No	No
Spratts Water	Spratts Water	UWCT	S60	103	Cat 6	No	No	Yes		Objected	Low		High	Green	No	No
Fisher Row	BW12 Oulton	UWC & FPW	S61	104	Removed from scheme	No	No	n/a		n/a	n/a		Medium	Green	n/a	No
Shepherd & Dog	FP1 Nacton/FP33	FPW	S62	105	Cat 4	Yes	No	No		No objections at this stage	Medium	Amendments to existing level crossing require	Medium	Green	Yes	No



	Foxhall											consideration				
Levington Heath	FP1 Stratton Hall	FPS	S63	106	Cat 4	No	No	No		No objections at this stage	Low		Medium	Green	Yes	No
Thorpe Grove	FP1 Trimley St.Martin	FPS	S64	107	Cat 4	Yes	No	No		No objections at this stage	Low		Medium	Green	Yes	No
Grimston Lane	FP51 Trimley St.Martin	FPW	S65	108	Cat 3	No	No	No		No objections at this stage	Low		High	Green	No	No
Gun Lane	BW28 Trimley St.Martin	UWCT	S66	109	Cat 4	No	No	No		Proposal is acceptable in principle but needs further investigation work at later GRIP stage before council position can be confirmed	Medium	Further work needed on land issues along proposed diversion route	Medium	Green	Yes	No
Shalford Meadow	FP9 Little Conard	FPS	S67	110	Cat 4	No	No	No		No objections at this stage	Medium	Further work needed on land issues along proposed diversion route	High	Green	Yes	No
Ladysbridge	Ladysbridge	UWCT	S68	111	Cat 3	No	No	No		No objections at this stage	HIGH	Very well used crossing likely to incur significant public objections	High	Green	Yes	No
Bacton	FP13 Bacton	FPS	S69	112	Cat 4	No	No	No		Objected	low		High	Green	Yes	Yes
<b>Totals</b>					C1: 2 C2: 5 C3: 13 C4: 39 C5: 2 C6: 7	Yes: 22 No: 47	Yes: 4	Yes: 2 No: 4			High: 14 Medium: 19 Low: 36		High: 35 Medium: 29 Low: 4 N/A:1	Red: 1 Amber: 4 Green: 64	Yes: 33 No: 36	Yes: 31 No: 38



## 3 Summary of Baseline Information

### 3.1 Review of Baseline Information

The following sources of information have been used to inform the level crossing closure feasibility studies.

#### 3.1.1 Bridge and Structure Examination Reports

Where a proposal made use of a Network Rail structure such as an under/over bridge or watercourse culvert, Network Rail supplied the relevant Bridge and Structure Examination Report. It should be noted that some of the structures were not visited on site because it was not physically possible due to fencing, overgrown landscaping or the site was located on private land. Structures that were not observed will need further investigation at the next GRIP stage. No structural inspections were undertaken as part of this study.

#### 3.1.2 Level Crossing Information

Initially Mott MacDonald used level crossing information from Network Rail's Transparency web page (<http://www.networkrail.co.uk/transparency/level-crossings/>) with supplementary information provided by Network Rail at later date. This included the following items:-

- Level crossing ALCRM scores;
- Use and misuse data (train types, line speed, number of trains, census results, misuse, near misses and accidents);

#### 3.1.3 Network Rail's Route View Web Page

Mott MacDonald were given access to Network Rail's Route View web page which provides low altitude aerial photography and was used to view level crossing sites with some photography utilised in the review reports.

### 3.2 PROWS and Planning

A GIS layer of Suffolk's Public Rights of Way mapping was supplied by Suffolk County Council which was supplemented by freely available PROW data from <http://www.rowmaps.com/>.

During meetings with Suffolk County Council, the project team were informed of current planning applications that are located within the vicinity of the level crossings.

### 3.3 Environmental Constraints

Mott MacDonald has undertaken a high level environmental desk based study to identify environmental constraints within a 2km radius of the level crossing (the "study area"). Environmental constraints mapping was produced to aid site reconnaissance of the closure proposals and for future consideration at the next GRIP stages. The mapping contained the following data:-

- Bluesky World
  - National Tree Mapping;
- Information from the Environment Agency/Natural England:-
  - Flood Zone 1 to 3 mapping;



- Watercourses;
- Historic and active landfill sites;
- Agricultural land quality;
- Statutory Designated Sites e.g. SSSIs
- English Heritage:
  - Listed buildings and structures;
  - Schedule of ancient monuments;
  - Battlefields; and
  - Registered Parks and Gardens.

Once the closure proposals become more defined at the next GRIP stage Phase 1 habitat surveys will be undertaken.

### 3.4 Third Party Supplied Information

Mapping and data used to produce our level crossing closure proposal drawings was sourced from the following providers:-

- Ordnance Survey (OS) Mapping data. Through Network Rail's agreement with OS, Mott MacDonald were able to use the following mapping types for reporting purposes:-
  - OS Mastermap Topographic (1:1250 mapping);
  - OS Terrain 5 (5m spacing height data);
  - OS Master Aerial layer; and
  - OS Street View.
- Land registry:-
  - PolygonPlus;
  - Land title registers; and
  - INSPIRE Land Boundary Polygons WMS.



## 4 Summary of Consultation

Consultation held to date as part of the GRIP1 review is summarised below. Details of the consultation held by Network Rail prior to the GRIP1 review is contained within the individual level crossing reports.

### 4.1 Strategic Stakeholders

A workshop was held with Highways, PROW, Green Infrastructure, Legal, Trails and Heritage officers from Suffolk County Council (SCC) on Thursday 1st October at their West Suffolk House in Bury St Edmunds. A brief overview presentation from Mott MacDonald provided background context and an overview of the programme and project plan. This initial session also described the nature of the work undertaken to date, including the site visits and desktop research, and provided a further opportunity to forge partnership working for mutual benefit.

The 69 crossings within the County area of Suffolk were discussed in detail as a group, to understand the current situation and to consider the proposed solutions, in order to further develop and shape the initial proposals for level crossing closures. A Google Earth KMZ file showing the locations of all level crossings and a PDF plans of the proposed closure solutions were circulated to all attendees prior to the meeting.

### 4.2 Statutory Stakeholders

Mott MacDonald issued a Network Rail approved letter to the relevant statutory consultees (namely, the Environment Agency, Natural England, Historic England and Highways England) on Friday 9<sup>th</sup> October 2015. The letters introduced the programme, and requested the opportunity to meet with relevant individuals to discuss the programme and relevant crossings in further detail. Responses to the letter and following meetings are summarised in the individual feasibility reports.

### 4.3 Landowners

At this early stage of the scoping/feasibility study only a prioritised list of 66 potentially affected landowners were consulted upon the Anglia level crossing closure proposals. In addition to this a small number of additional land owners were consulted upon during the site visit if the opportunity arose (i.e. the landowner was present on site whilst our surveyor was there). Further consultations with these land owners may be required and the remaining affected land owners will be consulted at the next GRIP stage.

### 4.4 Access and User Groups

Mott MacDonald worked with Network Rail to prepare an online survey as the first means of engaging with Local User Groups. This collated high level feedback and information, which can be used as the basis for further, more detailed engagement in the later stages of the programme. The survey intended to give an opportunity for Local User Groups to inform the project team of their general principles in relation to the Anglia Route Level Crossing Reduction Strategy.

The following eight Local User Groups were contacted with the invitation to engage with Network Rail through the completion of the survey at an organisational level:

- Auto Cycle Union;
- British Driving Society;



- British Horse Society;
- Byways and Bridleways Trust;
- Cyclist Touring Club (CTC);
- Open Spaces Society;
- Sustrans; and
- The Ramblers Association.

The survey commenced on the 19<sup>th</sup> October 2015 and closed on 1<sup>st</sup> November 2015 (excluding a 4 day extension). All organisations were contacted before the survey closed with a final request to participate.

A total of 12 individual responses were received, representing all of the organisations listed above, with the exception of the Auto Cycle Union and the British Driving Society. Four of the 12 responses were received from the Ramblers Association's local contacts in the Anglia region. A response was also received from the Essex Bridleways Association and Colchester Cycling Campaign (at the request of one of the eight main organisations listed above).

Not For Public Issue



## 5 Conclusions

Mott MacDonald has undertaken a review of the GRIP0 proposals provided in Network Rail's Route Requirement Document, reference 148339-Suffolk and subsequent instructions. A summary of the review findings is listed below.

- 69 level crossing closure proposals were reviewed by Mott MacDonald in the County of Suffolk;
- Network Rail have confirmed that S14 Steggals, S15 Finningham and S26 Great Barton can be removed from the scheme due to resolution of ongoing matters and that S61 Fisher Row can be removed from the schemes due to the difficulty in achieving a Phase 2 solution.
- 15 level crossing closure proposal were amended slightly from the Route Requirement Document (RRD) proposed solution following issues identified during the site visits and in discussion with Network Rail;
- Generally the RRD proposal to downgrade public highways to footpaths has been amended to downgrade to bridleways following discussions with Suffolk County Council.
- Suffolk County Council suggested amendments to 6 of the level crossing proposals (S10 – Gypsy Lane, S29 Hawk End Lane, S46 Blaxhill, S51 Fordly hall, S62 Shepherd and Dog, S63 Levington Heath) with the general note that they would not support the downgrade of a public highway to less than bridleway status;
- Suffolk County Council objected to 18 of the level crossing closure proposals at this stage;
- Alternative options/amendments were identified at 33 locations;
- 14 level crossing closure proposals were considered high risk at this juncture if progressed to the next GRIP stage;
- 31 level crossing closure proposals were instructed by Network Rail to be taken forward to the next stage GRIP2-4.

To progress the GRIP1 assessed solution further stakeholder engagement (in particular with landowners) should be undertaken at the next GRIP stage.



# Appendices

Appendix A.	Level Crossing Location Plans .....	19
A.1	Level Crossing Location by Category Plan .....	19

Not For Public Issue



# Appendix A. Level Crossing Location Plans

## A.1 Level Crossing Location by Category Plan

Not For Public Issue



# Anglia Level Crossing Category Plan

Key

LX Proposal Category

1

2

3

4

5

6

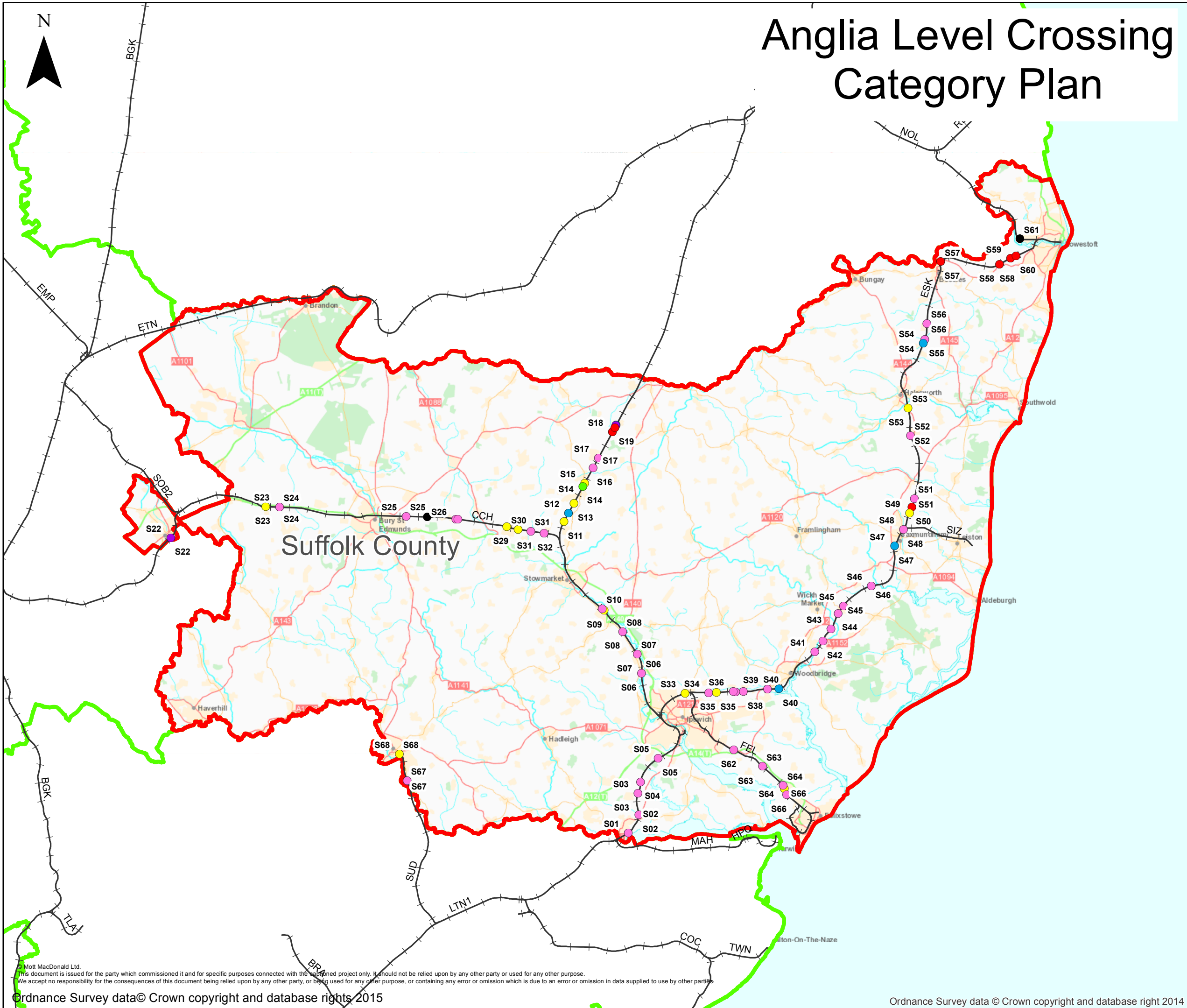
Black *Removed from Study*

Railway Line

Authority Boundary

Authority Boundaries in Study

Other Authority Boundaries





## **TAB 3**



## Round 1

### Ipswich

- S01 Sea Wall
- S02 Brantham High Bridge
- S03 Buxton Wood
- S04 Island
- S05 Pannington Hall (Broomhaughton)
- S07 Broomfield
- S08 Stacpool

### Stowmarket

- S11 Leggetts
- S12 Gooderhams
- S13 Fords Green
- S16 Gislingham
- S17 Paynes
- S18 Cow Pasture Lane
- S21 Abbotts
- S29 Hawk End Lane
- S30 Lords No.29
- S31 Mutton Hall
- S69 Bacton

### Bury St Edmunds

- S22 Weatherby
- S23 Higham
- S24 Higham Ground Frame
- S25 Cattishall
- S27 Barrels
- S28 Grove Farm



## Round 2

### Ipswich

- S01 Sea Wall
- S02 Brantham High Bridge
- S03 Buxton Wood
- S04 Island
- S05 Pannington Hall (Broomhaughton)
- S07 Broomfield
- S08 Stacpool

### Bacton

- S11 Leggetts
- S12 Gooderhams
- S13 Fords Green
- S16 Gislingham
- S17 Paynes
- S18 Cow Pasture Lane
- S21 Abbotts
- S29 Hawk End Lane
- S30 Lords No.29
- S31 Mutton Hall
- S69 Bacton

### Bury St. Edmunds

- S22 Weatherby
- S23 Higham
- S24 Higham Ground Frame
- S25 Cattishall
- S27 Barrels
- S28 Grove Farm



**Table 3.1: Public exhibition programme and attendance for Round 1 public consultation, Suffolk**

Event location	Date	Pre-meeting time	Pre-meeting attendees	Public time	Public attendees	Total attendees
Bury St. Edmunds	11/06/16	10:00–11:00	11	11:00–15:00	23	34
Stowmarket	14/06/16	14:00–15:00	18	15:00–20:00	73	91
Ipswich	15/06/16	13:00–14:00	30	14:00–19:00	60	90
			59		156	215

Source: Mott MacDonald

**Table 3.2: Public exhibition programme and attendance for Round 2 public consultation, Suffolk**

Event location	Date	Pre-meeting time	Pre-meeting attendees	Public time	Public attendees	Total attendees
Ipswich	13/09/16	13:00–14:00	15	14:00–19:00	45	60
Bury. St Edmunds	15/09/16	13:00–14:00	12	14:00–19:00	35	47
Bacton, Stowmarket	16/09/16	13:00–14:00	27	14:00–19:00	42	69
			54		122	176

Source: Mott MacDonald



**TAB 4**



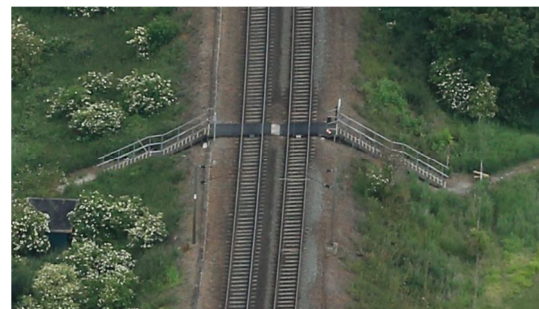
## Level Crossing Proposals

### S01 - Sea Wall

#### Brantham Parish – SK/E-159/013/0

Network Rail has been working hard to better manage its level crossings and the risks they pose, and has developed proposals for the possible closure or change to public rights of way at over 130 of its level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Improve journey time reliability for all railways, highway and other rights of way users



The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

**Sea Wall** is one of the level crossings in Suffolk County. It is located in Brantham Parish and has the postcode CO11 1NL. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. The railway at this crossing carries passenger and freight trains. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. A photograph of the crossing is shown above.

**Our proposed change:** Is to close the level crossing to all users. To cross the railway the following separate options are currently proposed (shown on the drawing overleaf):

**Red Route** - Users would be diverted on a new right of way south along the coast and through the proposed development site which provides a link to Factory Lane. The diversion crosses the railway via an existing underpass in the development site.

**Blue Route** - Users would be diverted on a new right of way to the east of the railway in farm fields to the existing footbridge. This creates a new circular route to the east of the railway. West of the railway the existing restricted byway would be used.

**Green Route** - Users would be diverted on a new right of way south along the coast to cross the railway via an existing viaduct which provides a link to Factory Lane.

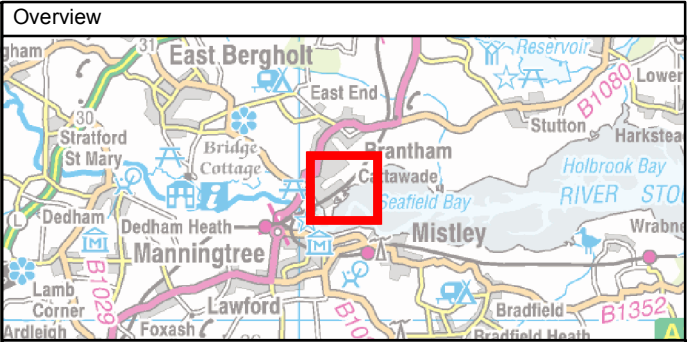
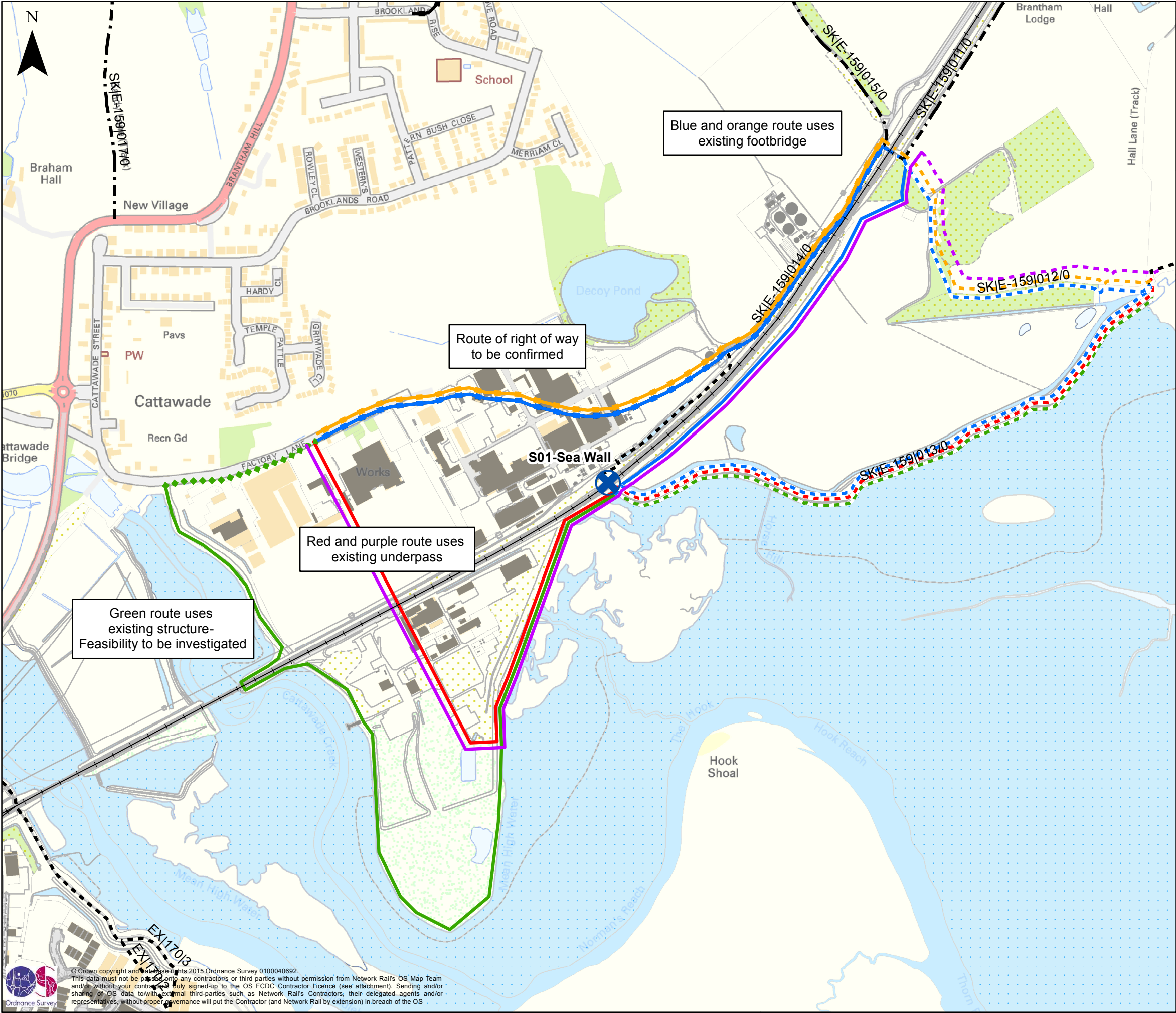
**Orange Route** - Users would be diverted on an existing footpath to cross the railway at an existing footbridge north east of Sea Wall level crossing. West of the railway the existing restricted byway would be used.

**Purple Route** - Users would be diverted on a new right of way to the east of the railway in farm fields to link to existing rights of way. To cross the railway users would be diverted on a new right of way south along the coast and through the proposed development site which provides a link to Factory Lane.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: [www.networkrail.co.uk/anglialevelcrossings](http://www.networkrail.co.uk/anglialevelcrossings). Please complete the separate questionnaire using the level crossing identification number **S01** and your feedback will be considered before the proposals are finalised.

To contact our team, please email us at: [anglialevelcrossings@networkrail.co.uk](mailto:anglialevelcrossings@networkrail.co.uk) or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.





Level crossing being discussed

Alternative Options

- Red Route
- Blue Route
- Green Route
- Orange Route
- Purple Route

A solid line indicates a proposed new Public Right of Way (type to be determined).  
Other line types using the above route option colours indicate use of existing Public Rights of Way.  
Right of way extinguishments are still to be determined and are not shown for clarity given multiple options.

Existing Public Rights of Way

- Footpath
- Bridleway
- Restricted byway
- Byway open to all traffic
- Highway (where used)  
If this line is in a colour, this denotes use by a route option (see above).



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Leeds  
LS10 1JR  
United Kingdom  
+44 (0)113 3946700

Anglia LX Consultation Stage 1

S01 - Sea Wall  
Suffolk  
Brantham CP

P3	08/06/2016	Revised Format	WC	-	SJP	JAS
P2	20/01/2016	NR Comments	WC	-	SJP	JAS
P1	16/10/2015	For Information	WC	-	SJP	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3  
1:6,500

Drawing No.  
MMD-367516-S01-GEN-002



# Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our initial options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it in the freepost envelope provided.

All questionnaires must be returned within 28 days of the consultation event for that level crossing.

---

## Which level crossing does your response relate to?

(Please provide the Unique ID number and crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing)

Unique ID: \_\_\_\_\_

Name: \_\_\_\_\_

---

### 1) On average, how often do you use the level crossing?

(Please select a single response)

- ☐ Daily
- ☐ Weekly
- ☐ Fortnightly
- ☐ Monthly
- ☐ Rarely
- ☐ Never (please go to Q6)

### 2) By what means do you use the level crossing?

(Please select all that apply)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify) .....



**3) By what means do you most often use the level crossing?**

(Please select a single response)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify) .....

**4) For what purpose do you use the level crossing?**

(Please select all that apply)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify) .....

**5) For what purpose do you most often use the level crossing?**

(Please select a single response)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify) .....

**6) Please state your full home postcode  
(this information will be mapped to help with our data analysis).**

.....



**7) To what extent do you agree with the changes proposed at the level crossing itself?**

(Please select a single response)

- ☐ Strongly Agree
- ☐ Agree
- ☐ Undecided / neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

**8) Please consider the plan within the level crossing summary sheet which shows potential diversion route/s. If there are multiple options shown, please indicate which you most strongly prefer. If you would like to suggest your own alternative option, please tick “other” and provide details below.**

(Please select a single response)

- ☐ Red route (if applicable)
- ☐ Blue route (if applicable)
- ☐ Green route (if applicable)
- ☐ Orange route (if applicable)
- ☐ Purple route (if applicable)
- ☐ Other (please specify and if possible, use the drawing on the summary sheet to illustrate an alternative route suggestion).

.....

.....

.....

.....

.....

**Please submit your drawing with your completed questionnaire via the drop box or in the freepost envelope provided.**



9) For the following categories, please indicate whether you have any concerns in relation to the proposals for this level crossing.

(Please select a single response for each category)

Category	No Concern	Concern (please specify)
Safety of pedestrians / cyclists / equestrians	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Safety of users of motorised vehicles	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Convenience (route and length) of diversion route	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Connection to the Public Right of Way network	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Ground condition / flood risk	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Environment / ecology	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Business impact	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Amenity (e.g. landscape, noise)	<input type="checkbox"/>	<input type="checkbox"/> .....
		.....
Other (please specify)		.....
		.....

10) If you have any further comments about the options presented, or about the programme in general, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.



## **TAB 5**



# Anglia Level Crossing Proposals

## S01 – Sea Wall (Brantham Parish)

### Public Right of Way Reference – E-159/013/0

Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

**Sea Wall** is one of the level crossings in the county of Suffolk. It is located in Brantham Parish and has the postcode CO11 1NL. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. The railway at this crossing carries passenger and freight trains with a line speed of 100 mph. There are generally 286 trains passing through this level crossing per day.

Network Rail's level crossing risk assessments are supported by use of the All Level Crossing Risk Model (ALCRM). This produces a score for the 'individual risk' presented as a letter ranging from A to M, where A is the highest risk and M is the lowest. In addition 'collective risk' is based on the number of people who use the crossing, and is presented as a number ranging from 1 to 13, where 1 is the highest risk and 13 is the lowest. Sea Wall level crossing currently has an ALCRM score of C4 which is considered high risk. Key issues relate to sun glare and frequent trains. There were no incidents of misuse, no near misses and no accidents at this crossing between 2011 and 2015.

**Public consultation** was undertaken in June on initial options for changes at this level crossing. At this level crossing, eighteen questionnaire responses were received. For Sea Wall a summary of the questionnaire responses is shown below (route colours refer to the June 2016 Stage 1 consultation plan – please see the project website for details):

- 11 % agreed with the proposals
- 33 % of responses were neutral towards the proposals
- 56 % of responses disagreed with the proposals
- 28 % supported the red route
- 17 % supported the blue route
- 6 % supported the green route
- 11 % supported the orange route
- 11 % supported the purple route
- 22 % of responses preferred another route
- 6 % of responses did not state a preference

As part of the consultation process a wide range of statutory consultees, landowners and user groups were also consulted. The responses received have been taken into account when determining the preferred option.

During June and July of this year, Network Rail undertook new census surveys of the number and type of level crossing users. A three day census was undertaken (Saturday, Sunday and Monday) and the daily usage was as follows:

Weekday (Monday)	14 pedestrians
Weekend (average daily)	7 pedestrians

The consultation feedback together with a range of other factors such as user safety and convenience, environmental impacts and economic factors were used to determine a preferred option. In this case, an amended version of the blue route shown at the June 2016 Stage 1 consultation has been taken forward.

**Our preferred option is to** close the level crossing to all users. Crossing users would be diverted to an existing footbridge to the northeast of the crossing. The diversion route would make use of byway E-159/014/0 to the north of the railway to connect to the footbridge. A new circular route would be provided on the south of the railway with the creation of a new 2m wide public footpath looping E-159/013/0 back to the footbridge. This new footpath would follow the railway to the footbridge and a new bridge would be provided over a drainage ditch. The new footpath and bridge would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. The sections of E-159/013/0 either side of Sea Wall would be extinguished to prevent a dead end section of path being created. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

#### Diversion lengths:

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

Photo 1: Existing level crossing



Photo 2: Alternative railway crossing

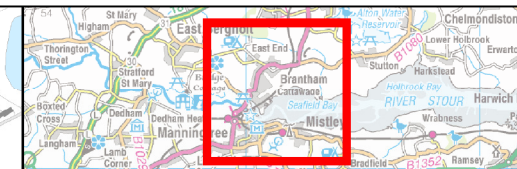
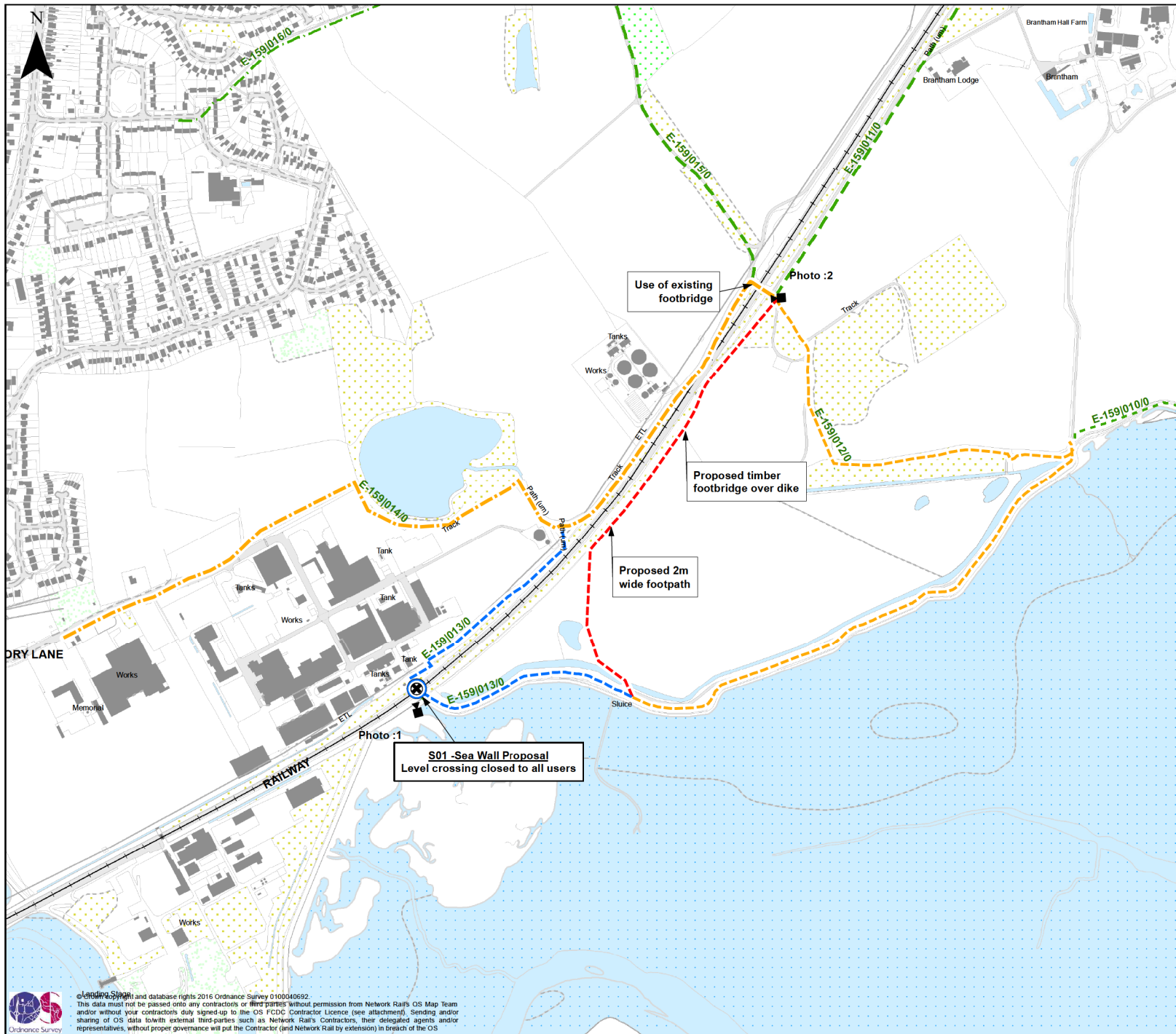


Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: [www.networkrail.co.uk/anglialevelcrossings](http://www.networkrail.co.uk/anglialevelcrossings). Please complete the separate questionnaire using the level crossing identification number **S01** and your feedback will be considered before the proposals are finalised ahead of submitting a Transport and Works Act Order to the Secretary of State.

To contact our team, please email us at: [anglialevelcrossings@networkrail.co.uk](mailto:anglialevelcrossings@networkrail.co.uk) or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.





#### Level Crossings

- Level crossing being discussed
- Other level crossing in the project
- Other level crossing not in the project

#### Right of Way / Other Route Type

- Footpath
- Bridleway
- Restricted byway
- Byway open to all traffic
- Highway (shown where used as part of a diversion
- Private Road / Track (shown where used as part of a diversion route)

The line styles above indicate the type of right of way or other route proposed.

The colours below indicate the nature of the proposal.

#### Right of Way / Other Route Status

- No Change and not part of diversion route
- Use of Existing right of way for diversion route
- Change of Status to right of way
- Closure of existing right of way
- Creation of new right of way

#### Photographs

- Photograph Location (with no. - see Summary Sheet for details)



Anglia Level Crossing  
Reduction Strategy

Round 2 Public Consultation Proposal

S01 - Sea Wall  
Suffolk  
Brantham CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3  
1:5,500

Drawing No.  
MMD-367516-S01-GEN-003

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Metres  
0 50 100



# Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our preferred options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it via post free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on the envelope. All questionnaires must be returned with 21 days of the consultation event for that level crossing.

---

## 1) Which level crossing does your response relate to?

(Please provide the Unique ID number and level crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing).

Unique ID : \_\_\_\_\_

Name of level crossing : \_\_\_\_\_

If the level crossing has more than one option presented on the summary sheet, please specify which option you wish to provide feedback on:

☐ Option A

☐ Option B

(If you wish to provide feedback on both options, please complete two questionnaires).

## 2) Please select from the following:

(Tick all that apply).

☐ I am a member of the public

☐ I am a local stakeholder (e.g. Councillor). Please specify: \_\_\_\_\_

☐ I am a representative from a Local User Group. Please specify: \_\_\_\_\_

## 3) To what extent do you agree with the preferred option for this level crossing?

(Please select a single response)

☐ Strongly agree

☐ Agree

☐ Undecided / neither agree or disagree

☐ Disagree

☐ Strongly disagree



4) For the following categories, do you have any concerns in relation to the preferred option for this level crossing?

(Please tick one response for each category)

Category	Yes	No
Safety of pedestrians / cyclists / equestrians	<input type="checkbox"/>	<input type="checkbox"/>
Safety of users of motorised vehicles	<input type="checkbox"/>	<input type="checkbox"/>
Convenience (route and length) of diversion route	<input type="checkbox"/>	<input type="checkbox"/>
Connection to the Public Right of Way network	<input type="checkbox"/>	<input type="checkbox"/>
Ground condition / flood risk	<input type="checkbox"/>	<input type="checkbox"/>
Environment / ecology	<input type="checkbox"/>	<input type="checkbox"/>
Business impact	<input type="checkbox"/>	<input type="checkbox"/>
Amenity (e.g. landscape, noise)	<input type="checkbox"/>	<input type="checkbox"/>

5) What is your home postcode?

(This information will be mapped to help with our data analysis).

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6) If you have any further comments about the preferred option, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.

Thank you for taking the time to complete our questionnaire. We will analyse and consider the responses as part of the feasibility work.



**TAB 6**



Crossing Name	Crossing Type	Elr	Mile	Chains	Crossing Status	Ind	Co	County	Phase
Electrical Sub Station UWCT	UWCT	ACW	1	15	Private Siding	C	9		
Northumberland Park	CCTV	BGK	6	77	Public Highway	E	2		
Brimsdown CCTV	CCTV	BGK	10	65	Public Highway	E	2		
Enfield Lock CCTV	CCTV	BGK	11	70	Public Highway	E	2		
Trinity Lane FP	FPW	BGK	13	22	Public Footpath	B	1	Hertfordshire	3
Trinity Lane	MGH	BGK	13	22	Public Highway	E	8	Hertfordshire	1
Windmill Lane	CCTV	BGK	14	7	Public Highway	D	2	Hertfordshire	N/C
Cadmore Lane UWCT	UWCT	BGK	14	32	Occupation	M	13	Hertfordshire	X
Cadmore Lane FPK	FPK	BGK	14	32	Public Footpath	B	1	Hertfordshire	X
Slip Lane UWCT	UWCT	BGK	15	65	Occupation	M	13	Hertfordshire	1
Slip Lane FPW	FPW	BGK	15	65	Public Footpath	B	2	Hertfordshire	3
Wharf Road	AHB	BGK	16	5	Public Highway	C	1	Hertfordshire	5
Mansers FPW	FPW	BGK	17	79	Public Footpath	B	2	Hertfordshire	X
Creaseys UWCT	UWCT	BGK	19	5	Accommodation	M	13	Hertfordshire	
Roydon Station	CCTV	BGK	20	10	Public Highway	F	4	Essex	N/C
Roydon Lock (footpath)	FPW	BGK	20	30	Public Footpath	C	2	Essex	
Roydon Lock	UWCT	BGK	20	30	Accommodation	A	6	Essex	
Old Lane	FPS	BGK	20	70	Public Footpath	B	8	Essex	1
Wildes	FPS	BGK	21	2	Public Footpath	C	10	Essex	
Camps UWCT	UWCT	BGK	21	23	Accommodation	B	6	Essex	
Camps FPS	FPS	BGK	21	23	Public Footpath	C	8	Essex	1
Sadlers	FPS	BGK	21	45	Public Footpath	C	10	Essex	1
Parndons Mill		BGK	22	9	Public Footpath	M	13	Essex	1
Robarts No 1 UWCT	UWCT	BGK	25	20	Accommodation	B	8	Essex	
Robarts 3 FP	FPS	BGK	25	63	Public Footpath	B	6	Essex	
Robarts 111	UWCT	BGK	25	63	Occupation	B	4	Essex	
Sawbridgeworth	CCTV	BGK	26	53	Public Highway	F	2	Hertfordshire	N/C
Green Broom FPO	FPO	BGK	27	28	Private Footpath	M	13	Hertfordshire	X
Tednabury	FPS	BGK	27	72	Public Footpath	B	6	Hertfordshire	1
Spellbrook	CCTV	BGK	28	17	Public Highway	G	4	Hertfordshire	N/C
Pattens	FPS	BGK	28	52	Public Footpath	C	8	Hertfordshire	1
Fowlers UWCT	UWCT	BGK	28	73	Accommodation	B	8	Hertfordshire	
Gilston FPS	FPS	BGK	28	79	Public Footpath	C	6	Hertfordshire	1
Thorley	FPS	BGK	29	18	Public Footpath	B	6	Hertfordshire	X
Twyford Road	FPW	BGK	29	61	Public Footpath	C	3	Hertfordshire	1
Cannons Mill Lane FPWM	FPWM	BGK	31	31	Public Footpath	C	4	Hertfordshire	3
Fullers End FPGM	FPGM	BGK	34	67	Public Footpath	C	4	Essex	1
Elsenham WG	WG	BGK	35	44	Public Footpath	E	4	Essex	
Elsenham - MGH	MGH	BGK	35	44	Public Footpath	F	4	Essex	
Elsenham Emergency Hut FPW	FPW	BGK	35	63	Public Footpath	C	10	Essex	1
Edges FPS	FPS	BGK	36	60	Public Footpath	C	10	Essex	X
Ugley Lane	UWCT	BGK	37	13	Occupation	C	8	Essex	1
Henham FPK	FPK	BGK	37	72	Public Footpath	C	8	Essex	1
Hogs Croft UWCT	UWCT	BGK	38	72	Occupation	B	4	Essex	
Elephant FPS	FPS	BGK	40	13	Public Footpath	C	6	Essex	
Dixies FPS	FPS	BGK	40	59	Public Footpath	C	6	Essex	1
Windmills	FPS	BGK	41	26	Public Footpath	C	8	Essex	1
Trees	CCTV	BGK	41	30	Public Highway	G	6	Essex	
Wallaces FPW	FPW	BGK	42	38	Private Footpath	C	10	Essex	
Littlebury Gate House FPW	FPW	BGK	43	60	Public Footpath	C	6	Essex	1
Fairheads UWCBM (BGK)	UWCBMSL	BGK	45	6	Occupation	B	4	Essex	
Fairheads Footpath FPWM	FPWM	BGK	45	6	Public Footpath	C	9	Essex	
Ickleton Road CCTV	CCTV	BGK	45	75	Public Highway	H	6	Essex	N/C
Kings UWCT	UWCT	BGK	46	34	Accommodation	C	8	Essex	
Ickleton Mill Lane UWCT	UWCT	BGK	46	65	Occupation	C	9	Essex	X
Ickleton Mill Lane FPW	FPW	BGK	46	65	Public Footpath	C	3	Essex	
Hinxton AHB	AHB	BGK	47	11	Public Highway	D	2	Cambridgeshire	N/C
Duxford FPS	FPS	BGK	47	45	Public Footpath	M	13	Cambridgeshire	X



Duxford AHB	AHB	BGK	47	62	Public Highway	C	2	Cambridgeshire	4
Della UWCT	UWCT	BGK	49	54	Occupation	B	6	Cambridgeshire	
Sawston FP	FPG	BGK	49	75	Public Footpath	C	3	Cambridgeshire	
Sawston	UWCT	BGK	49	75	Accommodation	B	8	Cambridgeshire	
Sawston CCTV	CCTV	BGK	50	46	Public Highway	G	4	Cambridgeshire	N/C
Dernford UWCM	UWCM	BGK	51	36	Occupation	B	4	Cambridgeshire	
Dernford FPWM	FPWM	BGK	51	36	Public Footpath	C	6	Cambridgeshire	
Shelford	CCTV	BGK	52	32	Public Highway	G	3	Cambridgeshire	N/C
Granhams CCTV	CCTV	BGK	52	64	Public Highway	G	4	Cambridgeshire	N/C
Webster BGK new	FPW	BGK	52	77	Public Footpath	C	4	Cambridgeshire	1
Websters FP	FPS	BGK	53	0	Public Footpath	B	4	Cambridgeshire	1
Websters	UWCT	BGK	53	0	Occupation	A	6	Cambridgeshire	
Dukes No 2	UWCT	BGK	53	34	Occupation	B	7	Cambridgeshire	
Chesterton Junction CCTV	CCTV	BGK	57	54	Public Highway	H	4	Cambridgeshire	N/C
Milton Fen	AHB	BGK	59	10	Public Highway	C	2	Cambridgeshire	4
Wilsons	UWC	BGK	59	30	Accommodation	M	13	Cambridgeshire	
Goodens No.1 UWC	UWC	BGK	59	40	Accommodation	B	4	Cambridgeshire	3
Waterbeach	AHB	BGK	61	0	Public Highway	D	1	Cambridgeshire	5
Burgess Drove UWCM	UWCM	BGK	61	20	Public Highway	B	2	Cambridgeshire	5
Bottisham Road AHB	AHB	BGK	61	48	Public Highway	D	4	Cambridgeshire	5
Ballast Pit UWC	UWC	BGK	62	32	Accommodation	B	4	Cambridgeshire	
Bannolds AHB	AHB	BGK	62	70	Public Highway	E	6	Cambridgeshire	N/C
Fysons UWC	UWC	BGK	63	66	Occupation	A	6	Cambridgeshire	3
Chittering Footpath FPS	FPS	BGK	64	23	Public Footpath	C	10	Cambridgeshire	1
Jack O'Tell UWC	UWC	BGK	64	45	Accommodation	B	4	Cambridgeshire	3
Nairns (No 117) UWCT	UWCT	BGK	65	46	Occupation	B	7	Cambridgeshire	1
Dimmocks Cote AHB	AHB	BGK	66	25	Public Highway	D	1	Cambridgeshire	N/C
Hopkins Celery FPS	FPS	BGK	66	49	Private Footpath	C	10	Cambridgeshire	
West River Bridge	FPS	BGK	67	22	Public Footpath	C	7	Cambridgeshire	1
Ely West River UWCM	UWCM	BGK	68	14	Occupation	B	4	Cambridgeshire	
Ely West River Footpath	FPGM	BGK	68	14	Public Footpath	C	6	Cambridgeshire	
Kisby UWC	UWC	BGK	68	65	Accommodation	A	6	Cambridgeshire	
Bedford	UWC	BGK	69	8	Occupation	B	6	Cambridgeshire	
Braham Farm FPS	FPS	BGK	69	16	Public Footpath	C	8	Cambridgeshire	
Bedford No 125	UWCT	BGK	69	20	Occupation	B	6	Cambridgeshire	
Lloyds and Martins UWCT	UWCT	BGK	69	55	Occupation	C	9	Cambridgeshire	
Ely Station North	CCTV	BGK	70	38	Public Highway	G	5	Cambridgeshire	5
Kiln Lane AHB	AHB	BGK	71	33	Occupation	D	2	Cambridgeshire	
Queen Adelaide (Kings Lynn)	AHB	BGK	72	17	Public Highway	E	2	Cambridgeshire	
Adelaide FPS	FPS	BGK	72	71	Public Footpath	D	11	Cambridgeshire	2
Cross Keys FPS	FPS	BGK	73	18	Public Footpath	D	11	Cambridgeshire	2
Clayway FPS (BGK)	FPS	BGK	75	25	Public Footpath	D	11	Cambridgeshire	2
Sandhill (Littleport)	AHB	BGK	75	35	Public Highway	E	3	Cambridgeshire	N/C
Littleport MGH	MGH	BGK	75	78	Public Highway	H	5	Cambridgeshire	N/C
Littleport Station Barrow Crossing	SMWL	BGK	76	5	Private Footpath	D	4	Cambridgeshire	
Littleport Bypass AHB	AHB	BGK	76	27	Public Highway	D	2	Cambridgeshire	N/C
Poplar Drove	UWCT	BGK	76	71	Occupation	A	4	Cambridgeshire	2
Willow Road UWW	UWW	BGK	77	16	Public Highway	A	6	Cambridgeshire	2
New Road	UWC	BGK	77	52	Accommodation	C	8	Cambridgeshire	
Peacocks	UWC	BGK	78	7	Accommodation	B	7	Cambridgeshire	
Peacocks	UWC	BGK	78	25	Accommodation	B	7	Cambridgeshire	
Black Horse Drove UWCM	UWCM	BGK	79	19	Occupation	B	4	Cambridgeshire	2
Black Horse Drove FPGM	FPGM	BGK	79	19	Public Footpath	D	8	Cambridgeshire	
Hilgay AHB	AHB	BGK	81	39	Public Highway	E	5	Norfolk	N/C
Pleasants UWCM	UWCM	BGK	81	57	Public Highway	B	4	Norfolk	1
Pleasants FPGM	FPGM	BGK	81	57	Public Footpath	D	7	Norfolk	1
Concrete Road UWCT	UWCT	BGK	82	29	Accommodation	B	4	Norfolk	
Martins UWCT	UWCT	BGK	82	48	Accommodation	C	10	Norfolk	
Denver AHB	AHB	BGK	84	39	Public Highway	D	4	Norfolk	N/C



Downham Market Bypass AHB	AHB	BGK	85	57	Public Highway	E	2	Norfolk	N/C
Downham Market Station MCB	MCB/MB	BGK	86	4	Public Highway	G	3	Norfolk	
Fairfields UWCT	UWCT	BGK	86	31	Occupation	B	7	Norfolk	1
Fairfields FPW	FPW	BGK	86	31	Public Footpath	D	4	Norfolk	1
Gull Pit FPW	FPW	BGK	88	1	Public Footpath	D	11	Norfolk	1
Stow Bardolph CCTV	CCTV	BGK	88	30	Public Highway	J	6	Norfolk	N/C
Warners	UWC	BGK	89	24	Accommodation	A	3	Norfolk	
Lambert UWC	UWC	BGK	89	25	Accommodation	B	6	Norfolk	
Holme Road UWCT	UWCT	BGK	89	63	Occupation	B	4	Norfolk	
Holme Road FPG	FPG	BGK	89	63	Public Footpath	D	7	Norfolk	
Magdalen Road MCB	MCB/MB	BGK	90	73	Public Highway	G	4	Norfolk	N/C
Watlington Road	CCTV	BGK	91	13	Public Highway	J	6	Norfolk	N/C
St Germans	AHB	BGK	92	53	Public Highway	E	6	Norfolk	N/C
Bridleway 63A	BWX	BGK	93	4	Public Bridleway			Norfolk	1
Burts No 1 UWC	UWC	BGK	93	51	Accommodation	B	8	Norfolk	
Clarkes Chase UWC	UWC	BGK	93	69	Accommodation	C	8	Norfolk	
Towler	UWC	BGK	94	5	Accommodation	C	9	Norfolk	
Gadsden	UWC	BGK	94	30	Accommodation	C	9	Norfolk	
Hatson UWC	UWCT	BGK	94	57	Accommodation	B	6	Norfolk	
Nowhere	FPW	BGK	96	13	Private Footpath	C	4	Norfolk	
Extons Road CCTV	CCTV	BGK	96	24	Public Highway	G	4	Norfolk	
Tennison Avenue	MCB/MB	BGK	96	51	Public Highway	H	2	Norfolk	N/C
Acton Central CCTV	CCTV	BOK5	1	70	Public Highway	E	2		N/C
Bollo Lane (Kew line) CCTV	CCTV	BOK5	2	63	Public Highway	J	5		N/C
Cousins number 1 FPS	FPS	BRA	19	7	Public Footpath	C	6	Essex	2
Cousins number 2 UWCT	UWCT	BRA	19	18	Occupation	C	8	Essex	
Raffels FP	FPW	BRA	19	54	Occupation	C	10	Essex	
Cressing ABCL	ABCL	BRA	19	75	Public Highway	F	4	Essex	N/C
Cranes No. 1 FPS	FPS	BRA	20	12	Public Footpath	C	10	Essex	2
Cranes No. 2 FPS	FPS	BRA	20	51	Public Footpath	D	11	Essex	2
Fairheads UWCT (BRA)	UWCT	BRA	20	77	Accommodation	D	10	Essex	
White Notley	ABCL	BRA	21	11	Public Highway	E	3	Essex	N/C
Essex Way FPS	FPS	BRA	21	49	Public Footpath	C	6	Essex	2
Philpot UWCT	UWCT	BRA	21	65	Accommodation	C	5	Essex	
Cut Throat Lane FPGM	FPGM	BRA	24	5	Public Bridleway	D	2	Essex	
Laundry Lane AOCL	AOCL	CCH	0	29	Occupation	G	4	Cambridgeshire	
Cherry Hinton High Street CCTV	CCTV	CCH	2	17	Public Highway	J	4	Cambridgeshire	N/C
Cherry Hinton By Pass CCTV	CCTV	CCH	2	53	Public Highway	J	4	Cambridgeshire	N/C
Teversham	AHB	CCH	3	44	Public Highway	E	3	Cambridgeshire	N/C
Coxs Drove UWCT	UWCT	CCH	3	69	Occupation	C	6	Cambridgeshire	
Fulbourne AHB	AHB	CCH	4	36	Public Highway	E	4	Cambridgeshire	N/C
Home Farm FPS	FPS	CCH	5	31	Public Footpath	D	10	Cambridgeshire	
Hicks UWC (CCH)	UWC	CCH	5	58	Occupation	B	6	Cambridgeshire	
Hicks FPS (CCH)	FPS	CCH	5	58	Public Footpath	C	10	Cambridgeshire	
Six Mile Bottom	AHB	CCH	7	65	Public Highway	E	2	Cambridgeshire	
Brinkley Road AHB	AHB	CCH	7	78	Public Highway	F	4	Cambridgeshire	
Cassells FPG	FPG	CCH	8	5	Public Footpath	D	11	Cambridgeshire	2
Westley Road Footpath	FPGM	CCH	8	74	Public Footpath	D	8	Cambridgeshire	
Westley Road	UWCMSL	CCH	8	74	Public Highway	C	6	Cambridgeshire	2
Taylors	FPG	CCH	9	63	Public Bridleway	M	13	Cambridgeshire	X
Moores UWCT	UWCT	CCH	10	6	Accommodation	M	13	Cambridgeshire	
Dullingham MGH	MGH	CCH	10	56	Public Highway	G	6	Cambridgeshire	N/C
Devil's Ditch FPS	FPS	CCH	12	16	Public Footpath	C	10	Cambridgeshire	
Wood Ditton	AHB	CCH	13	11	Public Highway	F	3	Suffolk	
Weatherby	FPW	CCH	14	5	Public Footpath	D	2	Suffolk	1
Higham	FPS	CCH	20	56	Public Footpath	C	6	Suffolk	1
Higham Ground Frame	FPS	CCH	22	49	Public Footpath	C	7	Suffolk	1
Cattishall FPG	FPG	CCH	30	49	Public Footpath	C	4	Suffolk	1
Great Barton FPW	FPW	CCH	31	76	Public Footpath	C	3	Suffolk	X



Thurston Station	SBCMSL	CCH	32	45	Private Footpath	D	2	Suffolk	
Barrels FPS	FPS	CCH	33	61	Public Footpath	C	6	Suffolk	1
Grove Farm FPS	FPS	CCH	33	71	Public Footpath	C	7	Suffolk	1
Hall Farm UWCT	UWCT	CCH	36	59	Occupation	B	4	Suffolk	
Hawk End Lane FPS	FPS	CCH	37	0	Public Footpath	C	7	Suffolk	1
Elmswell CCTV	CCTV	CCH	37	14	Public Highway	G	3	Suffolk	N/C
Lords No.29 (CCH) FPS	FPS	CCH	37	58	Public Footpath	C	6	Suffolk	1
Mutton Hall	FPS	CCH	38	38	Public Footpath	C	8	Suffolk	1
Base Green No 31	UWCT	CCH	39	3	Occupation	B	8	Suffolk	
Haughley Green FPW	FPW	CCH	39	31	Public Footpath	C	6	Suffolk	1
Highams Park CCTV	CCTV	CJC	8	45	Public Highway	E	2		N/C
Hunwick FPS	FPS	COC	52	68	Public Footpath	M	13	Essex	2
East Gates CCTV	CCTV	COC	53	12	Public Highway	H	3	Essex	
Hythe CCTV	CCTV	COC	53	54	Public Highway	F	3	Essex	
Wivenhoe Park	UWCT	COC	54	63	Occupation	B	8	Essex	
Wivenhoe Park FPS	FPS	COC	55	34	Public Footpath	C	2	Essex	3
Spring Lane	FPS	COC	55	34	Public Footpath	C	3	Essex	3
Padget	FPW	COC	56	27	Public Footpath	C	4	Essex	2
Sand Pit	FPS	COC	57	20	Public Footpath	C	7	Essex	2
Alresford Station CCTV	CCTV	COC	57	68	Public Highway	G	4	Essex	N/C
Coach Road CCTV	CCTV	COC	58	2	Public Highway	F	6	Essex	N/C
High Elm FPS	FPS	COC	58	32	Public Footpath	C	6	Essex	2
Hockley FPS (COC)	FPS	COC	58	63	Public Footpath	C	9	Essex	3
Thorrington CCTV	CCTV	COC	59	44	Public Highway	J	5	Essex	N/C
Frating AHB	AHB-X	COC	59	74	Public Highway	D	4	Essex	4
Frating Abbey FPS	FPS	COC	60	21	Public Footpath	C	7	Essex	2
Great Bentley CCTV	CCTV	COC	60	62	Public Highway	I	4	Essex	N/C
Great Bentley Station Foot Crossi	FPS	COC	60	75	Public Footpath	C	6	Essex	2
Lords No.1 (COC) FPS	FPS	COC	61	7	Public Footpath	C	9	Essex	2
Church Lane FPW (COC)	FPW	COC	63	25	Public Footpath	C	4	Essex	3
Church Path FPS	FPS	COC	64	55	Public Footpath	C	6	Essex	
Thorpe-le-Soken	STAF	COC	65	7	Private Footpath	D	11	Essex	
Three Gates	UWCT	COC	65	65	Accommodation	B	5	Essex	
Giles UWCT	UWCT	COC	67	43	Accommodation	C	8	Essex	
Giles FPS	FPS	COC	67	43	Public Footpath	C	10	Essex	3
Burrs Road CCTV	CCTV	COC	68	3	Public Highway	J	6	Essex	
Priory View/ Whitehouse UWCT-V	UWCMSL	CRS	43	55	Occupation	D	10	Norfolk	2
Priory View/ Whitehouse Footpath	FPWM	CRS	43	55	Public Footpath	D	4	Norfolk	2
Beeston Regis FPW	FPW	CRS	43	69	Public Footpath	C	4	Norfolk	2
Beeston Regis	UWCT	CRS	43	69	Occupation	C	5	Norfolk	2
Ely North Junction Footpath FPS	FPS	EMP	72	1	Public Footpath	C	10	Cambridgeshire	1
Queen Adelaide (Peterborough)	AHB	EMP	72	12	Public Highway	D	1	Cambridgeshire	
Second Drove FP	FPS	EMP	72	55	Public Footpath	C	10	Cambridgeshire	1
Clayway UWCT (EMP)	UWCT	EMP	72	62	Occupation	B	8	Cambridgeshire	
Chettisham AHB	AHB	EMP	73	55	Public Highway	D	2	Cambridgeshire	N/C
Coffue Drove UWCT	UWCT	EMP	74	25	Public Highway	C	9	Cambridgeshire	3
Beald Drove	AHB	EMP	74	58	Public Highway	G	7	Cambridgeshire	3
North Fen	AHB	EMP	74	79	Public Highway	D	6	Cambridgeshire	3
Black Bank AHB	AHB	EMP	75	24	Public Highway	C	2	Cambridgeshire	5
Second Drove AHB	AHB	EMP	75	58	Public Highway	D	4	Cambridgeshire	3
Third drove	AHB	EMP	75	77	Public Highway	D	4	Cambridgeshire	3
Furlong Drove FPG	FPG	EMP	76	54	Public Bridleway	C	10	Cambridgeshire	
Welney Road	AHB	EMP	79	50	Public Highway	D	4	Cambridgeshire	N/C
Manea MCB	MCB/MB	EMP	80	13	Public Highway	F	5	Cambridgeshire	N/C
Bates	UWCT	EMP	80	28	Accommodation	C	8	Cambridgeshire	
Masons UWC	UWC	EMP	80	58	Accommodation	B	8	Cambridgeshire	
Stonea	MGH	EMP	82	4	Public Highway	F	5	Cambridgeshire	N/C
Stoney Grove	UWC	EMP	82	78	Accommodation	B	6	Cambridgeshire	
Greens Drove FPG	FPG	EMP	83	9	Public Footpath	C	6	Cambridgeshire	



Horsemoor AHB	AHB	EMP	84	31	Public Highway	D	2	Cambridgeshire	N/C
Silt Drove UWCT	UWCT	EMP	84	69	Public Highway	B	4	Cambridgeshire	1
Silt Drove FP	FPS	EMP	84	69	Public Footpath	C	5	Cambridgeshire	1
Badgeney Road	AHB	EMP	85	4	Public Highway	C	2	Cambridgeshire	N/C
March South MCB	MCB/MB	EMP	85	34	Public Highway	G	5	Cambridgeshire	N/C
March East MCB	MCB/MB	EMP	85	67	Public Highway	G	3	Cambridgeshire	N/C
Norwood Road	AHB	EMP	86	30	Public Highway	D	1	Cambridgeshire	N/C
Tufts no 1	UWC	EMP	87	20	Occupation	B	8	Cambridgeshire	
Whitemoor Drove	AHB	EMP	87	30	Public Highway	D	4	Cambridgeshire	N/C
Middle Drove FP	FPG	EMP	87	75	Public Footpath	C	8	Cambridgeshire	
Middle Drove	UWCM	EMP	87	75	Public Highway	B	6	Cambridgeshire	1
Kisbeys UWCT	UWCT	EMP	88	24	Accommodation	B	4	Cambridgeshire	
Australia Farm UWC	UWC	EMP	89	51	Accommodation	B	8	Cambridgeshire	
Three Horseshoes No1	AHB	EMP	90	3	Public Highway	D	2	Cambridgeshire	3
Three Horseshoes No2	AHB	EMP	90	42	Public Highway	D	4	Cambridgeshire	3
Three Horseshoes No3	AHB	EMP	90	77	Public Highway	D	3	Cambridgeshire	3
Burnt House AHB (EMP)	AHB	EMP	91	15	Public Highway	D	3	Cambridgeshire	N/C
Beggars Bridge FPS	FPS	EMP	91	50	Private Footpath	C	10	Cambridgeshire	
Baileys UWCT	UWCT	EMP	92	60	Occupation	A	6	Cambridgeshire	
Baileys FPG	FPG	EMP	92	60	Public Footpath	C	8	Cambridgeshire	
Eastrea Cross Drove FPS	FPS	EMP	93	5	Public Footpath	C	6	Cambridgeshire	1
Eastrea AHB	AHB	EMP	93	28	Public Highway	D	2	Cambridgeshire	N/C
Brickyard Drove FPS	FPS	EMP	93	43	Public Footpath	C	10	Cambridgeshire	1
Fen Lots Drove UWC	UWC	EMP	93	71	Occupation	B	8	Cambridgeshire	
Whittlesea FP	FPG	EMP	94	68	Public Footpath	M	13	Cambridgeshire	
Whittlesea	MGH	EMP	94	68	Public Highway	F	3	Cambridgeshire	N/C
Harts Drove UWCM	UWCMSL	EMP	95	2	Occupation	B	2	Cambridgeshire	
Harts Drove FP	FPG	EMP	95	3	Public Footpath	C	3	Cambridgeshire	
Black Bush AHB	AHB	EMP	95	34	Public Highway	D	3	Cambridgeshire	4
Ramsey Road	AHB	EMP	95	37	Public Highway	D	2	Cambridgeshire	N/C
Kings Dyke MCB	MCB/MB	EMP	96	73	Public Highway	F	3	Cambridgeshire	
Funthams Lane CCTV	CCTV	EMP	97	16	Public Highway	H	6	Cambridgeshire	
Lincoln Road MGH	MGH	ENT	10	24	Occupation	M	13		
Lincoln Road FPW	FPW	ENT	10	24	Public Footpath	C	2		
Westerfield Footpath	FPS	ESK	72	16	Public Footpath	C	6	Suffolk	1
Westerfield	AHB	ESK	72	16	Public Highway	E	2	Suffolk	5
Laceys FPS	FPS	ESK	73	45	Public Footpath	D	7	Suffolk	2
Stennetts 1	FPS	ESK	74	4	Public Footpath	D	10	Suffolk	2
Stennetts 2	FPS	ESK	75	9	Public Footpath	D	7	Suffolk	2
Gamekeepers FPS (75m21ch)	FPS	ESK	75	21	Public Footpath	D	11	Suffolk	2
Lox Farm FPS	FPS	ESK	75	60	Public Footpath	D	10	Suffolk	2
Bealings	ABCL	ESK	75	79	Public Highway	F	4	Suffolk	N/C
Martlesham FPS	FPS	ESK	77	22	Public Footpath	D	6	Suffolk	2
Notcutts Nursery	FPS	ESK	78	0	Private Footpath	D	10	Suffolk	2
Kingston Farm UWC	UWC	ESK	78	55	Occupation	B	8	Suffolk	4
Kingston Farm FPS	FPS	ESK	78	55	Public Footpath	D	4	Suffolk	4
Jetty Avenue UWCT	UWCT	ESK	78	66	Occupation	C	3	Suffolk	4
Jetty Avenue FPW	FPW	ESK	78	66	Public Footpath	C	2	Suffolk	4
Ferry Quay AOCL	AOCL	ESK	79	4	Occupation	D	2	Suffolk	
Haywards AOCL	AOCL	ESK	79	7	Occupation	D	4	Suffolk	
Lime Kiln Quay AOCL	AOCL	ESK	79	29	Occupation	E	4	Suffolk	
Sun Wharf	AOCL	ESK	79	31	Occupation	M	6	Suffolk	
Maltings UWCT (ESK)	UWCT	ESK	79	42	Occupation	C	3	Suffolk	3
Melton Sewage UWCT	UWCT	ESK	79	54	Occupation	C	4	Suffolk	3
Dock Lane UWCT	UWCT	ESK	80	6	Occupation	C	1	Suffolk	3
Dock Lane FPW	FPW	ESK	80	6	Public Footpath	D	3	Suffolk	3
Bloss UWCT	UWCT	ESK	80	15	Occupation	B	4	Suffolk	3
Melton Station	AOCL	ESK	80	31	Public Highway	I	2	Suffolk	N/C
Ellingers UWCT	UWCT	ESK	80	46	Accommodation	C	3	Suffolk	3



Ellingers FPW	FPW	ESK	80	46	Public Footpath	D	4	Suffolk	3
Melton Bromswell	FPS	ESK	81	28	Public Footpath	D	7	Suffolk	2
Ufford	ABCL	ESK	81	60	Public Highway	E	4	Suffolk	4
Uffold	UWCT	ESK	82	16	Accommodation	D	6	Suffolk	2
Pettistree	FPS	ESK	83	11	Public Footpath	D	7	Suffolk	2
Orchard	FPS	ESK	84	17	Public Footpath	D	6	Suffolk	2
Wickham Market	FPS	ESK	84	64	Public Footpath	D	6	Suffolk	2
Blackstock UWCT	UWCT	ESK	85	29	Occupation	C	7	Suffolk	
Blackstock Footpath	FPW	ESK	85	29	Public Footpath	D	7	Suffolk	
Red House Farm	UWCT	ESK	85	45	Accommodation	C	5	Suffolk	
Blaxhall AOCL	AOCL	ESK	86	31	Occupation	D	5	Suffolk	
Blaxhall Footpath FPS	FPS	ESK	86	76	Public Footpath	D	10	Suffolk	2
Beversham ABCL	ABCL	ESK	87	15	Public Highway	E	4	Suffolk	N/C
Snape UWCT	UWCT	ESK	88	22	Occupation	C	5	Suffolk	
Snape FPW	FPW	ESK	88	22	Public Footpath	D	6	Suffolk	3
Farnham FPS	FPS	ESK	88	42	Public Footpath	D	5	Suffolk	3
Benhall FPG	FPG	ESK	90	8	Public Bridleway	D	6	Suffolk	
Brick Kiln UWCT	UWCT	ESK	90	30	Public Highway	C	4	Suffolk	2
Brick Kiln Footpath FPW	FPW	ESK	90	30	Public Footpath	D	5	Suffolk	
Chantry Road MCBR	MCBR	ESK	91	2	Public Highway	H	4	Suffolk	N/C
Albion Street MCB	MCB/MB	ESK	91	7	Public Highway	F	4	Suffolk	N/C
Saxmundham	FP	ESK	91	46	Public Footpath			Suffolk	2
Kelsale Red House Farm FPS	FPS	ESK	92	54	Public Footpath	D	10	Suffolk	2
East Green UWCT	UWCT	ESK	93	6	Public Highway	C	3	Suffolk	2
East Green FPW	FPW	ESK	93	6	Public Highway	D	5	Suffolk	
North Green	AOCL	ESK	93	27	Public Highway	D	4	Suffolk	N/C
Fordly Hall FPS	FPS	ESK	93	49	Public Footpath	D	10	Suffolk	2
Halesworth Footpath FPS	FPS	ESK	94	16	Public Footpath	D	10	Suffolk	
Middleton ABCL	ABCL	ESK	94	52	Public Highway	F	4	Suffolk	N/C
Darsham AHB	AHB	ESK	95	32	Public Highway	F	2	Suffolk	N/C
Willow Marsh	AOCL	ESK	96	9	Public Highway	D	4	Suffolk	N/C
Barhams UWCT	UWCT	ESK	96	70	Occupation	C	3	Suffolk	
Barhams FPS	FPS	ESK	96	70	Public Footpath	D	5	Suffolk	
Fieldens UWCT	UWCT	ESK	97	23	Occupation	C	8	Suffolk	
Bunkers Hill FPS	FPS	ESK	97	58	Public Footpath	D	10	Suffolk	2
Hubbards UWCT	UWCT	ESK	98	12	Occupation	C	5	Suffolk	
Hubbards FPS	FPS	ESK	98	12	Public Footpath	D	5	Suffolk	
Bramfield ABCL	ABCL	ESK	99	19	Public Highway	F	4	Suffolk	N/C
Mells FPS	FPS	ESK	99	38	Public Footpath	D	11	Suffolk	2
Wenhaston	AOCL	ESK	99	52	Public Highway	D	5	Suffolk	N/C
Halesworth Station SPC	SPC	ESK	100	49	Private Footpath	C	2	Suffolk	
Wissett	FPW	ESK	100	74	Public Footpath	D	6	Suffolk	
Fairstead Footpath FPS	FPS	ESK	101	43	Public Footpath	D	11	Suffolk	
Millpost FPW	FPW	ESK	102	33	Public Footpath	D	10	Suffolk	
Westhall	ABCL	ESK	103	47	Public Highway	F	4	Suffolk	N/C
Turney's FPW	FPW	ESK	104	7	Public Footpath	D	11	Suffolk	2
Mayfield Low FPS	FPS	ESK	104	28	Public Footpath	D	11	Suffolk	2
Brampton AOCL	AOCL	ESK	104	45	Public Highway	D	4	Suffolk	N/C
Redisham Footpath	FPS	ESK	105	28	Public Footpath	D	6	Suffolk	2
Webby Wood	FPS	ESK	105	69	Public Footpath	D	11	Suffolk	
Weston	AOCL	ESK	106	29	Public Highway	D	4	Suffolk	N/C
Old Farm	FPG	ESK	106	61	Public Bridleway	D	11	Suffolk	
Common Lane FPS	FPS	ESK	107	20	Public Footpath	D	8	Suffolk	
Cromwell Road ABCL	ABCL	ESK	107	43	Public Highway	F	6	Suffolk	N/C
London Road ABCL	ABCL	ESK	107	68	Public Highway	F	3	Suffolk	N/C
Ingate Street ABCL	ABCL	ESK	108	60	Public Highway	H	2	Suffolk	N/C
Grove Road ABCL	ABCL	ESK	108	70	Public Highway	F	2	Suffolk	N/C
Common Lane North UWC	UWC	ESK	109	31	Public Highway	C	8	Suffolk	2
Common Lane North Footpath FP	FPK	ESK	109	31	Accommodation	D	4	Suffolk	



Beccles By-Pass	ABCL	ESK	109	60	Public Highway	F	2	Suffolk	N/C
Worlingham FPW	FPW	ESK	110	71	Public Footpath	D	4	Suffolk	
Worlingham	UWCT	ESK	110	71	Public Highway	B	6	Suffolk	
Blowers FPS	FPS	ESK	111	45	Private Footpath	D	11	Suffolk	
North Cove 2 UWCT	UWCT	ESK	111	71	Public Highway	C	4	Suffolk	
North Cove 2 Footpath	FPW	ESK	111	71	Public Footpath	D	8	Suffolk	
Low Farm UWCT	UWCT	ESK	112	11	Occupation	C	6	Suffolk	
Wadehall Old Dam UWCT	UWCT	ESK	112	23	Occupation	C	5	Suffolk	
Firtree Farm No2 UWCT	UWCT	ESK	112	34	Occupation	C	5	Suffolk	
Firtree Farm No3 UWCT	UWCT	ESK	112	42	Occupation	B	4	Suffolk	
Red Oak	FPS	ESK	112	75	Public Footpath	D	11	Suffolk	
Gamekeepers UWCT (113m08ch	UWCT	ESK	113	8	Accommodation	C	6	Suffolk	
Barnby UWCT	UWCT	ESK	113	23	Occupation	C	5	Suffolk	
Barnby Footpath	FPW	ESK	113	23	Public Footpath	D	10	Suffolk	2
Wrights No19 (ESK)	UWCT	ESK	113	57	Accommodation	C	4	Suffolk	
Hillings Road UWCT	UWCT	ESK	114	6	Public Highway	C	5	Suffolk	2
Hillings Road FPW	FPW	ESK	114	6	Public Footpath	D	6	Suffolk	
Spratts Water FPW	FPW	ESK	114	35	Public Footpath	D	5	Suffolk	
Spratts Water	UWCT	ESK	114	35	Occupation	C	5	Suffolk	2
Dawdys AOCL	AOCL	ESK	114	73	Public Highway	D	4	Suffolk	5
Victoria Road	CCTV	ESK	115	61	Public Highway	K	6	Suffolk	N/C
Gravel Pit ABCL	ABCL	ESK	116	12	Public Highway	E	4	Suffolk	N/C
Queen Adelaide (Norwich)	AHB	ETN	72	32	Public Highway	D	2	Cambridgeshire	
Popes	UWC	ETN	73	43	Accommodation	B	8	Cambridgeshire	
Palmers No 142	UWCT	ETN	73	68	Accommodation	C	8	Cambridgeshire	
Prickwillow 1 FPS on ETN (74m 2	FPS	ETN	74	28	Public Footpath	C	10	Cambridgeshire	1
Prickwillow 2/Larks Bridge FPS o	FPS	ETN	74	30	Public Footpath	C	10	Cambridgeshire	1
Mile End	AHB	ETN	74	76	Public Highway	D	2	Cambridgeshire	N/C
Shippea hill	MCBOD	ETN	77	26	Public Highway	J	6	Suffolk	N/C
Chivers	AHB	ETN	78	54	Occupation	E	5	Suffolk	
Pools (No 2)	UWCMSL	ETN	79	16	Accommodation	D	9	Suffolk	
STALLODE	FPS	ETN	79	42	Public Footpath	C	10	Suffolk	
The drove	UWCT	ETN	79	66	Accommodation	C	10	Suffolk	
New Bridge	UWCT	ETN	80	30	Accommodation	B	7	Suffolk	
Lakenheath No 8	UWCMSL	ETN	80	65	Occupation	C	10	Suffolk	X
Bryants (No 12) UWCT	UWCT	ETN	81	61	Accommodation	C	10	Suffolk	
Lakenheath MGH	MCBOD	ETN	82	49	Public Highway	J	6	Suffolk	N/C
Hollow UWC	UWC	ETN	83	4	Accommodation	B	7	Suffolk	
Hiam Fen House UWCT	UWCT	ETN	83	67	Accommodation	C	8	Suffolk	
Sheepwash	FPS	ETN	84	45	Private Footpath	C	10	Suffolk	
Parrots	UWCT	ETN	85	50	Accommodation	C	10	Suffolk	
Parrots	UWCT	ETN	85	68	Accommodation	B	8	Suffolk	
Brandon MCB	MCBOD	ETN	86	26	Public Highway	J	4	Suffolk	N/C
Forestry UWCT	UWCT	ETN	87	10	Accommodation	B	8	Norfolk	
Santon	AHB	ETN	88	72	Public Highway	D	4	Norfolk	N/C
Two Mile Bottom	AHB	ETN	91	16	Public Highway	D	5	Norfolk	N/C
Crown Commissioners UWCT	UWCT	ETN	91	35	Accommodation	B	8	Norfolk	
Crown Commissioners FPK	FPK	ETN	91	35	Public Footpath	C	9	Norfolk	
Gooderhams No 41 UWCT (ETN)	UWCT	ETN	94	70	Accommodation	C	9	Norfolk	
Gooderhams No 42 UWCT (ETN)	UWCT	ETN	95	26	Accommodation	C	9	Norfolk	
Croxton AHB	AHB	ETN	96	45	Public Highway	D	2	Norfolk	N/C
Shadwell FP	FPG	ETN	98	50	Public Footpath	C	10	Norfolk	1
Shadwell	UWCT	ETN	98	50	Public Highway	B	5	Norfolk	
Drove Road FPG	FPG	ETN	99	51	Public Footpath	C	10	Norfolk	1
Hockham Road UWCT	UWCMSL	ETN	99	67	Occupation	B	5	Norfolk	
Hockham Road FPWM	FPWM	ETN	99	67	Private Footpath	D	10	Norfolk	
Roudham Hall FP	FPG	ETN	100	17	Public Footpath	C	10	Norfolk	
Roudham Hall	UWCT	ETN	100	17	Occupation	C	10	Norfolk	
Harling Road MGH	MCBOD	ETN	101	38	Public Highway	I	6	Norfolk	N/C



Doig Overy Farm UWC	UWC	ETN	102	15	Accommodation	B	7	Norfolk	
Heath No 59 FPT	FPT	ETN	104	10	Public Footpath	C	6	Norfolk	
Eccles Road MGH	MCBOD	ETN	104	44	Public Highway	I	6	Norfolk	N/C
Hargham No 1 AHB	AHB	ETN	105	29	Public Highway	D	2	Norfolk	N/C
Hargham No. 2 FPK	FPK	ETN	106	15	Public Footpath	C	9	Norfolk	
Hargham No 2 UWCT	UWCT	ETN	106	15	Occupation	B	8	Norfolk	
Fowlers Lane UWCT	UWCT	ETN	106	75	Accommodation	B	7	Norfolk	
Fowlers Lane FPW	FPW	ETN	106	75	Public Footpath	C	7	Norfolk	
Poplar Farm Footpath	FPW	ETN	107	21	Public Footpath	C	4	Norfolk	
Poplar Farm	MGH	ETN	107	21	Occupation	F	6	Norfolk	
Sandy Lane	UWCT	ETN	107	29	Accommodation	C	8	Norfolk	
Leys Lane FPK	FPK	ETN	107	67	Public Footpath	C	4	Norfolk	
Attleborough	MCBOD	ETN	108	18	Public Highway	I	4	Norfolk	N/C
Spronces AB	AHB	ETN	108	67	Public Highway	D	3	Norfolk	
No 74	FPO	ETN	109	7	Public Footpath	M	13	Norfolk	1
Rose Lane FP	FPG	ETN	109	33	Public Footpath	C	6	Norfolk	1
Rose Lane	UWCT	ETN	109	33	Public Highway	B	5	Norfolk	1
Baldwins UWCT	UWCT	ETN	109	66	Accommodation	C	10	Norfolk	
No 78A	FPO	ETN	110	5	Public Footpath	M	13	Norfolk	1
Rose Farm Fp	FPG	ETN	110	32	Public Footpath	C	10	Norfolk	1
Rose Farm	UWCT	ETN	110	32	Occupation	B	8	Norfolk	1
No 80	FPS	ETN	110	62	Public Footpath	C	10	Norfolk	1
Spooner Row	MCBOD	ETN	111	27	Public Highway	I	6	Norfolk	N/C
Suton	AHB	ETN	112	31	Accommodation	E	4	Norfolk	
Suton FP	FPS	ETN	112	33	Public Footpath	C	10	Norfolk	1
Park Lane UWCT on ETN	UWCT	ETN	113	34	Occupation	B	4	Norfolk	1
Park Lane FPW on ETN	FPW	ETN	113	34	Public Footpath	C	4	Norfolk	1
Browick Road AHB	AHB	ETN	114	32	Public Highway	D	2	Norfolk	N/C
Spinks Lane FP	FPG	ETN	115	15	Public Footpath	C	4	Norfolk	
Spinks Lane	UWCM	ETN	115	15	Occupation	B	5	Norfolk	
Intwood AHB	AHB	ETN	119	47	Public Highway	D	3	Norfolk	N/C
Keswick AHB	AHB	ETN	120	0	Public Highway	E	3	Norfolk	N/C
Eaton Common UWCM	UWCM	ETN	120	29	Occupation	D	4	Norfolk	
Eaton Common FPWM	FPWM	ETN	120	29	Public Footpath	D	4	Norfolk	
Rosemary Lane	UWCT	ETN	120	60	Occupation	B	8	Norfolk	
Pitts	UWCT	EWC	72	6	Accommodation	B	8	Cambridgeshire	
Pitts FP	FPS	EWC	72	23	Public Footpath	C	6	Cambridgeshire	
Days UWCT	UWCT	EWC	72	40	Accommodation	B	6	Cambridgeshire	
Felixstowe Beach CCTV	CCTV	FED	84	75	Public Highway	J	4	Suffolk	N/C
Routs UWCM	UWCM	FEL	77	36	Occupation	B	3	Suffolk	
Shepherd & Dog	FPW	FEL	77	39	Public Footpath	C	10	Suffolk	2
Levington Heath FPS	FPS	FEL	79	49	Public Footpath	C	6	Suffolk	2
Levington AHB	AHB	FEL	80	0	Public Highway	D	3	Suffolk	N/C
Stratton Hall	FPS	FEL	80	29	Public Footpath	C	10	Suffolk	
Morston Hall	AHB	FEL	80	65	Public Highway	F	6	Suffolk	N/C
Thorpe Grove	FPS	FEL	81	31	Public Footpath	C	6	Suffolk	2
Thorpe Lane AHB	AHB	FEL	81	41	Public Highway	D	2	Suffolk	N/C
Grimston Lane FPW	FPW	FEL	81	48	Public Footpath	C	6	Suffolk	2
Trimley Footpath	FPS	FEL	81	57	Public Footpath	C	4	Suffolk	
St Martin	FPS	FEL	81	71	Public Footpath	C	6	Suffolk	
Gun Lane UWCT	UWCT	FEL	82	1	Accommodation	C	10	Suffolk	2
Gun Lane FPG	FPG	FEL	82	1	Public Footpath	C	4	Suffolk	2
Keepers Lane UWCT	UWCT	FEL	82	32	Occupation	B	8	Suffolk	
Keepers Lane BWG	FPW	FEL	82	32	Public Bridleway	C	4	Suffolk	
Trimley CCTV	CCTV	FEL	82	61	Public Highway	I	6	Suffolk	N/C
Brickfields	FPS	FSS2	16	30	Public Footpath	C	8	Essex	3
Puddle Dock	FPS	FSS2	17	17	Public Footpath	C	10	Essex	1
Whipps Farmers FP	FPS	FSS2	17	45	Public Footpath	C	8	Essex	1
Whipps Farmers	UWCT	FSS2	17	45	Private Footpath	B	8	Essex	



Brown & Tawse FPW	FPW	FSS2	18	70	Public Footpath	C	8	Essex	
Ferry FPW	FPW	FSS2	29	29	Public Footpath	C	4	Essex	1
Brickyard Farm FPS	FPS	FSS2	29	34	Public Footpath	C	5	Essex	1
Kersey No 1 UWCT	UWCT	FSS2	30	11	Accommodation	B	5	Essex	
Kersey No 1 FPK	FPK	FSS2	30	11	Public Footpath	C	4	Essex	
Kersey No 7 UWCT	UWCT	FSS2	30	65	Accommodation	B	6	Essex	
Kersey No 7 FPK	FPK	FSS2	30	65	Public Footpath	C	10	Essex	
Salvation Army Colony 2 UWCT	UWCT	FSS2	31	14	Occupation	B	8	Essex	
Woodgrange Close	FPW	FSS3	37	12	Public Footpath	C	4	Essex	1
Park Lane FPG	FPG	HDT	13	15	Public Bridleway	C	5	Hertfordshire	3
Cranbourne UWCM	UWCM	HEB	19	42	Occupation	C	3	Hertfordshire	
Cranbourne FPWM	FPWM	HEB	19	42	Private Footpath	D	5	Hertfordshire	
St Margarets	CCTV	HEB	20	23	Public Highway	I	4	Hertfordshire	N/C
Maltings UWCT (HEB)	UWCT	HEB	20	39	Accommodation	B	4	Hertfordshire	3
Maltings FPW (HEB)	FPW	HEB	20	39	Private Footpath	C	2	Hertfordshire	3
Amwell Marsh UWCT	UWCT	HEB	20	75	Accommodation	B	4	Hertfordshire	
Amwell Marsh FPW	FPW	HEB	20	75	Public Footpath	C	2	Hertfordshire	3
Hardmead UWCT	UWCT	HEB	21	36	Occupation	B	6	Hertfordshire	
Hardmead Footpath	FPS	HEB	21	36	Public Footpath	C	3	Hertfordshire	3
Ware	CCTV	HEB	22	22	Public Highway	G	3	Hertfordshire	N/C
Kings Mead FPK	FPK	HEB	22	58	Public Footpath	C	4	Hertfordshire	
New River	FPS	HEB	22	73	Public Footpath	C	4	Hertfordshire	
Viaduct Maintenance	UWCT	HEB	23	13	Accommodation	B	8	Hertfordshire	
Mead Lane FPWM	FPWM	HEB	23	57	Public Footpath	D	4	Hertfordshire	3
Ingatestone Hall FPK	FPK	LTN1	23	10	Public Footpath	M	13	Essex	X
Ingatestone MCB	MCB/MB	LTN1	23	39	Public Highway	E	4	Essex	N/C
Church Lane CCTV (LTN1)	CCTV	LTN1	24	68	Public Highway	D	4	Essex	1
Margaretting UWCM	UWCM	LTN1	25	39	Occupation	A	2	Essex	1
Margaretting FPWM	FPWM	LTN1	25	39	Public Footpath	C	3	Essex	1
Maldon Road FPS	FPS	LTN1	26	23	Public Footpath	B	9	Essex	1
Golf Links FPS (LTN1)	FPS	LTN1	28	6	Public Footpath	B	8	Essex	X
Boreham FPS	FPS	LTN1	32	57	Public Footpath	B	8	Essex	1
Noakes FP	FPX	LTN1	32	77	Public Footpath	M	13	Essex	1
Motts Lane FPGM	FPGM	LTN1	39	2	Private Bridleway	M	13	Essex	X
Potters FPK	FPK	LTN1	40	15	Public Footpath	C	4	Essex	1
Snivellers FPG	FPG	LTN1	40	61	Public Bridleway	C	10	Essex	1
Church Street AHB	AHB	LTN1	41	52	Public Highway	C	2	Essex	
Hill House 1 FPS (LTN1)	FPS	LTN1	43	78	Public Footpath	C	10	Essex	1
Hill House 2 FPG (LTN1)	FPG	LTN1	44	5	Public Bridleway	C	10	Essex	
Great Domsey FPS	FPS	LTN1	44	26	Public Footpath	C	8	Essex	1
Brooms FPS on LTN1	FPS	LTN1	45	10	Public Footpath	C	8	Essex	
Long Green FPWM	FPWM	LTN1	45	66	Public Footpath	M	13	Essex	X
Church 1 FPS	FPS	LTN1	46	6	Public Footpath	M	13	Essex	1
Church 2 FPS	FPS	LTN1	47	43	Public Footpath	C	9	Essex	1
Chitts Hill CCTV	CCTV	LTN1	49	41	Public Highway	H	4	Essex	N/C
Norwith	FPS	LTN1	55	65	Public Footpath	C	6	Essex	
Ardleigh CCTV	CCTV	LTN1	56	5	Public Highway	G	4	Essex	N/C
Abbotts LTN1 (56m 17ch) FPS	FPS	LTN1	56	17	Public Footpath	M	13	Essex	
Dedham	FPS	LTN1	57	77	Public Footpath	C	8	Essex	
Manningtree Station SBC	SBC	LTN1	59	26	Private Footpath	B	5	Essex	
Manningtree Station CCTV	CCTV	LTN1	59	44	Public Highway	H	6	Essex	N/C
Sea Wall	FPS	LTN1	60	46	Public Footpath	C	4	Suffolk	
Brantham High Bridge	FPS	LTN1	61	74	Public Footpath	C	8	Suffolk	
Bentley AHB	AHB	LTN1	63	7	Public Highway	D	2	Suffolk	N/C
Buxton Wood FPS	FPS	LTN1	63	24	Public Footpath	C	6	Suffolk	1
Falstaff FPS	FPS	LTN1	63	43	Public Footpath	C	8	Suffolk	
Island FPS	FPS	LTN1	64	4	Public Footpath	C	6	Suffolk	1
Pannington	FPS	LTN1	65	3	Public Footpath	C	8	Suffolk	1
Broomhaughton FPS	FPS	LTN1	65	69	Public Footpath	C	8	Suffolk	



Daines Mayhew FPS	FPS	LTN1	72	74	Public Footpath	C	6	Suffolk	1
Claydon CCTV	CCTV	LTN1	73	47	Public Highway	G	4	Suffolk	N/C
Broomfield FPS	FPS	LTN1	74	14	Public Footpath	C	5	Suffolk	1
Baylham	AHB	LTN1	75	17	Public Highway	D	5	Suffolk	N/C
Stacpool	FPS	LTN1	75	70	Public Footpath	C	6	Suffolk	1
Willow Walk	FPS	LTN1	77	55	Public Footpath	M	13	Suffolk	1
Gipsy Lane FPG	FPG	LTN1	77	64	Public Footpath	C	4	Suffolk	1
Stowmarket Station	MCB/MB	LTN1	80	54	Public Highway	F	3	Suffolk	N/C
Regent Street	CCTV	LTN1	80	68	Public Highway	F	4	Suffolk	N/C
Spikes Lane FPK	FPK	LTN1	81	55	Public Footpath	C	5	Suffolk	
Haughley AHB	AHB	LTN1	82	71	Public Highway	D	3	Suffolk	N/C
Wassicks	AHB	LTN1	83	79	Public Highway	E	6	Suffolk	
Leggetts FPS	FPS	LTN1	84	29	Public Footpath	C	7	Suffolk	1
Gooderhams UWCT (LTN1)	UWCT	LTN1	84	77	Accommodation	C	5	Suffolk	1
Gooderhams FPS (LTN1)	FPS	LTN1	84	77	Public Footpath	C	7	Suffolk	1
Cow Creek FPS	FPS	LTN1	85	20	Public Footpath	C	7	Suffolk	
Cow Creek UWCT	UWCT	LTN1	85	24	Occupation	C	8	Suffolk	
Fords Green FPS	FPS	LTN1	85	51	Public Footpath	C	9	Suffolk	1
Bacton FPS	FPS	LTN1	86	6	Public Footpath	C	6	Suffolk	
Steggalls FPO 23 06 10- JP	FPO	LTN1	86	68	Public Footpath	M	13	Suffolk	1
Finningham FPS	FPS	LTN1	87	8	Public Footpath	C	10	Suffolk	1
Gislingham FPT	FPT	LTN1	88	14	Public Bridleway	C	10	Suffolk	1
Paynes	FPS	LTN1	88	72	Public Footpath	C	6	Suffolk	1
Greens Farm FPS	FPS	LTN1	90	15	Private Footpath	M	13	Suffolk	
Cow Pasture Lane FPG	FPG	LTN1	90	60	Public Footpath	C	6	Suffolk	1
Rectory Road	AHB	LTN1	91	5	Public Highway	F	7	Suffolk	1
Beecroft UWCT	UWCT	LTN1	91	16	Occupation	B	3	Suffolk	1
Abbotts (LTN1 91m 20ch)FPS	FPS	LTN1	91	20	Private Footpath	C	9	Suffolk	1
Mellis AHB	AHB	LTN1	91	34	Public Highway	D	2	Suffolk	N/C
Palgrave	AHB	LTN1	94	4	Public Highway	D	3	Suffolk	
Diss Station SIND	SIND	LTN1	95	4	Private Footpath	D	7	Norfolk	
Legal and General FPS	FPS	LTN1	95	48	Public Footpath	C	9	Norfolk	1
Sir Rupert Mann FPS	FPS	LTN1	96	60	Public Footpath	C	9	Norfolk	
Audley End AHB	AHB	LTN1	97	5	Public Highway	D	4	Norfolk	N/C
Stiffs	FPS	LTN1	97	20	Public Footpath	C	9	Norfolk	
Burston AHB	AHB	LTN1	97	42	Public Highway	D	2	Norfolk	N/C
Symonds	FPS	LTN1	98	0	Public Footpath	C	10	Norfolk	1
Norwich Consol FPS	FPS	LTN1	98	24	Public Footpath	C	10	Norfolk	X
Gissing AHB	AHB	LTN1	98	56	Public Highway	D	6	Norfolk	N/C
White House	FPS	LTN1	99	32	Public Footpath	C	9	Norfolk	1
Hales Footpath FPO	FPO	LTN1	100	18	Private Footpath	M	13	Norfolk	1
Hales Street AHB	AHB	LTN1	100	26	Public Highway	E	5	Norfolk	
Tivetshall	AHB	LTN1	100	42	Public Highway	D	2	Norfolk	N/C
Black Mill UWCT	UWCT	LTN1	101	1	Occupation	B	2	Norfolk	
Black Mill FPW	FPW	LTN1	101	1	Public Footpath	C	6	Norfolk	
Pleasant	FPS	LTN1	101	23	Public Footpath	C	9	Norfolk	
Moulton	AHB	LTN1	101	51	Public Highway	E	4	Norfolk	N/C
Hallowing FPS	FPS	LTN1	102	2	Public Footpath	C	9	Norfolk	1
Randalls	FPS	LTN1	102	47	Public Footpath	C	9	Norfolk	1
Bustards	FPO	LTN1	103	33	Public Footpath	M	13	Norfolk	1
Old Court	FPS	LTN1	103	61	Public Footpath	C	9	Norfolk	1
Newton Flotman AHB	AHB	LTN1	108	17	Public Highway	D	5	Norfolk	
Swainsthorpe	AHB	LTN1	109	52	Public Highway	D	4	Norfolk	N/C
Mistley Station	SBCMSL	MAH	61	14	Private Footpath	D	4	Essex	
Bradfield UWCM	UWCM	MAH	62	37	Accommodation	B	6	Essex	
Bradfield FPMW	FPWM	MAH	62	37	Accommodation	D	8	Essex	
Jacques Hall UWCT	UWCT	MAH	63	31	Occupation	B	6	Essex	
Wheatsheaf	FPK	MAH	64	50	Public Footpath	D	10	Essex	2
Wrabness Station	SBCMSL	MAH	65	6	Private Footpath	D	5	Essex	



Copperas Wood UWCT	UWCT	MAH	66	49	Occupation	B	4	Essex	
Parkestone West MCB	MCB/MB	MAH	68	61	Occupation	H	6	Essex	
Parkestone East	CCTV	MAH	68	78	Public Highway	G	6	Essex	
Alexandra Road CCTV	CCTV	MAH	70	38	Public Highway	G	5	Essex	N/C
Maria Street	FPW	MAH	70	47	Public Footpath	C	3	Essex	2
Sehams No3	UWC	MIT	1	74	Accommodation	D	9	Norfolk	
Sehams No4	UWC	MIT	2	24	Accommodation	D	6	Norfolk	
Middleton Towers TMO	TMOG	MIT	3	10	Public Highway	K	8	Norfolk	N/C
Highnoon UWCT	UWCT	NAY	6	11	Accommodation	C	10	Norfolk	
St Michaels Way	FPS	NAY	6	26	Public Footpath	D	6	Norfolk	2
Church Lane FPS (NAY)	FPS	NAY	6	66	Public Footpath	D	11	Norfolk	2
Pack Lane	FPS	NAY	7	41	Public Footpath	D	6	Norfolk	
Chapel Road	FPW	NAY	7	55	Public Highway	D	3	Norfolk	N/C
Chapel Road	MGH	NAY	7	55	Public Highway	H	6	Norfolk	N/C
Lingwood Station Road MGH	MGH	NAY	8	3	Public Highway	H	5	Norfolk	N/C
Lingwood Station Road FPW	FPW	NAY	8	3	Public Footpath	D	6	Norfolk	
Hillcrest FPW	FPW	NAY	8	23	Public Footpath	D	6	Norfolk	
Damgate UWCT	UWCT	NAY	11	6	Occupation	D	10	Norfolk	
Damgate FPW	FPW	NAY	11	6	Public Footpath	D	7	Norfolk	
Shearing No 2 UWCT	UWCT	NAY	12	1	Accommodation	C	4	Norfolk	
Tunstall Dyke West	FPW	NAY	12	12	Public Footpath	M	13	Norfolk	2
Tunstall Dyke East	FPW	NAY	12	14	Public Footpath	C	9	Norfolk	2
Calthorpe UWCT	UWCT	NAY	12	27	Accommodation	C	9	Norfolk	
Old Hall Mill UWCT	UWCT	NAY	12	41	Accommodation	C	8	Norfolk	
Plantation UWCT	UWCT	NAY	12	46	Accommodation	C	9	Norfolk	
Stracey UWCT	UWCT	NAY	12	57	Accommodation	C	9	Norfolk	
Halvergate UWCT	UWCT	NAY	12	65	Accommodation	C	9	Norfolk	
Farm Gate UWC	UWC	NAY	14	12	Accommodation	B	8	Norfolk	
Baileys No1UWC	UWC	NAY	14	32	Accommodation	B	4	Norfolk	
Baileys No2 UWCT NAY	UWCT	NAY	14	44	Occupation	C	8	Norfolk	
Baileys No2 FPK NAY	FPK	NAY	14	44	Public Footpath	D	10	Norfolk	
Thorpe Le Fallows	UWCT	NAY	14	61	Accommodation	C	9	Norfolk	
Brittania Farm UWCT	UWCT	NAY	15	14	Occupation	B	4	Norfolk	
Kemp UWCT	UWCT	NAY	15	36	Accommodation	C	8	Norfolk	
Chadderton UWC	UWC	NAY	15	46	Accommodation	B	7	Norfolk	
Wrights NAY	UWC	NAY	16	6	Accommodation	C	6	Norfolk	
Scaregap	UWC	NAY	16	36	Accommodation	B	8	Norfolk	
Pratts	UWCT	NAY	16	67	Accommodation	C	8	Norfolk	
Breydon Access No.51 FPK	FPK	NAY	17	2	Public Footpath	D	6	Norfolk	
Breydon Access No 51 UWCT	UWCT	NAY	17	2	Accommodation	B	5	Norfolk	
Cremorne Lane MGH	MGH	NOL	0	54	Occupation	I	8	Norfolk	
Girlings UWCMSL	UWCMSL	NOL	1	53	Accommodation	B	4	Norfolk	
Whitlingham	UWCT	NOL	1	62	Occupation	C	9	Norfolk	
Bungalow Lane UWCMSL	UWCMSL	NOL	2	17	Accommodation	B	4	Norfolk	
Boundary Lane	FPS	NOL	2	65	Public Footpath	C	7	Norfolk	2
Church Lane UWCT (NOL)	UWCT	NOL	5	20	Occupation	C	10	Norfolk	
Church Lane FPW (NOL)	FPW	NOL	5	20	Public Footpath	C	4	Norfolk	
Bells UWCT	UWCT	NOL	5	45	Occupation	B	5	Norfolk	
Bells FPW	FPW	NOL	5	45	Private Footpath	C	3	Norfolk	
Brundall Station MGH	MGH	NOL	5	62	Public Highway	G	5	Norfolk	N/C
Marina UWC	UWC	NOL	6	9	Occupation	M	13	Norfolk	X
Dawes Hall 1	UWCT	NOL	6	30	Occupation	C	7	Norfolk	
Strumpshaw Occupation	FPS	NOL	6	47	Public Footpath	D	6	Norfolk	
Strumpshaw Occupation	UWCT	NOL	6	47	Occupation	C	8	Norfolk	
Strumpshaw Fen UWCT	UWCT	NOL	6	74	Occupation	B	4	Norfolk	
Strumpshaw Fen FP	FPW	NOL	6	74	Public Footpath	D	3	Norfolk	
Strumpshaw Footpath	FPW	NOL	7	11	Public Footpath	D	6	Norfolk	
Strumpshaw	MGH	NOL	7	11	Public Highway	F	6	Norfolk	N/C
Markhams FPS	FPS	NOL	7	52	Public Footpath	D	10	Norfolk	2



Buckenham Station UWCT	UWCT	NOL	7	63	Occupation	B	8	Norfolk	
Buckenham Station FPG	FPG	NOL	7	63	Public Footpath	D	6	Norfolk	
Earth Wall UWCT	UWCT	NOL	8	60	Accommodation	B	8	Norfolk	
Goldies UWC	UWCT	NOL	9	8	Accommodation	C	9	Norfolk	
Barn End UWCT	UWCT	NOL	9	18	Accommodation	C	9	Norfolk	
School Lane	UWCT	NOL	9	38	Accommodation	B	8	Norfolk	
Burnt House UWCT (NOL)	UWCT	NOL	9	61	Accommodation	B	7	Norfolk	
Burnt House FPW	FPW	NOL	9	61	Public Footpath	D	6	Norfolk	
Church Road UWCT	UWCT	NOL	9	74	Public Highway	M	13	Norfolk	2
Church Road FPW	FPW	NOL	9	74	Public Footpath	D	4	Norfolk	
Cantley MGH	MGH	NOL	10	4	Public Highway	H	5	Norfolk	N/C
Cantley FPW	FPW	NOL	10	4	Public Footpath	D	11	Norfolk	
Limpenhoe UWC	UWC	NOL	10	52	Occupation	B	8	Norfolk	
Limpenhoe FPW	FPW	NOL	10	52	Public Footpath	C	9	Norfolk	
Basins	UWCT	NOL	11	9	Accommodation	C	8	Norfolk	
Hill Crest UWC	UWC	NOL	11	23	Accommodation	B	7	Norfolk	
Double Crossing UWC	UWC	NOL	11	35	Accommodation	B	7	Norfolk	
Gurney Wood UWC	UWC	NOL	12	7	Occupation	M	13	Norfolk	2
Norton Marsh	UWCT	NOL	13	34	Occupation	C	6	Norfolk	
New Cut	UWCT	NOL	13	43	Accommodation	C	9	Norfolk	
Crawford UWCT	UWCT	NOL	13	44	Accommodation	C	9	Norfolk	
Mill Farm UWC	UWC	NOL	15	23	Accommodation	M	13	Norfolk	
River Board UWCT	UWCT	NOL	16	1	Accommodation	B	4	Norfolk	
River Board Footpath	FPG	NOL	16	1	Accommodation	D	4	Norfolk	
Haddiscoe Station SPC	SPC	NOL	16	10	Private Footpath	C	6	Norfolk	
Herringfleet UWCT	UWCT	NOL	16	57	Accommodation	C	9	Norfolk	
Skoulding UWCT	UWCT	NOL	16	72	Accommodation	C	9	Norfolk	
Landspring Beck UWCT	UWCT	NOL	17	15	Accommodation	C	9	Norfolk	
Landspring Dyke UWCT	UWCT	NOL	17	30	Accommodation	C	8	Norfolk	
Somerleyton Station UWCT	UWCT	NOL	17	76	Accommodation	C	9	Norfolk	
Somerleyton SPC	SPC	NOL	17	76	Public Footpath	C	6	Norfolk	
Somerleyton Estate UWCT	UWCT	NOL	18	23	Accommodation	B	5	Norfolk	
Flatt UWCT	UWCT	NOL	18	60	Accommodation	B	8	Norfolk	
Blundeston	UWCT	NOL	19	32	Accommodation	B	5	Norfolk	
Flixton Marshes UWCT	UWCT	NOL	19	57	Accommodation	D	10	Norfolk	
Dunston Flixton Mill Pump UWC	UWCT	NOL	20	1	Accommodation	C	9	Norfolk	
Gravel Dam UWCT	UWCT	NOL	20	43	Accommodation	C	4	Norfolk	
Fishers Row UWCT	UWCT	NOL	20	77	Occupation	B	8	Suffolk	2
Fishers Row FPG	FPG	NOL	20	77	Public Bridleway	D	4	Suffolk	2
Oulton Broad North MCB	MCB/MB	NOL	22	1	Public Highway	H	3	Suffolk	N/C
Church Dam UWCT	UWCT	RBV	12	76	Public Highway	C	4	Norfolk	2
Church Dam FPW	FPW	RBV	12	76	Public Footpath	E	8	Norfolk	
Church Lane UWCT (RBV)	UWCT	RBV	13	35	Occupation	C	5	Norfolk	
Church Lane FPW (RBV)	FPW	RBV	13	35	Public Footpath	D	7	Norfolk	
Reedham High	UWC	RBV	13	69	Accommodation	C	9	Norfolk	
Reedham Occupation	UWC	RBV	14	33	Occupation	C	4	Norfolk	
Long Drain UWC	UWC	RBV	15	0	Accommodation	C	4	Norfolk	
Reedham Accomodation	UWC	RBV	15	1	Accommodation	C	8	Norfolk	
Hunters UWC	UWC	RBV	15	21	Accommodation	C	8	Norfolk	
Old Lady	UWC	RBV	15	60	Accommodation	C	8	Norfolk	
Berney Arms Station FPW	FPW	RBV	15	68	Public Bridleway	D	10	Norfolk	
Berney Arms Platform SPC	SPC	RBV	15	71	Private Footpath	D	10	Norfolk	X
Wrights No1	UWC	RBV	16	10	Accommodation	C	10	Norfolk	
Wrights No2	UWC	RBV	16	22	Accommodation	C	6	Norfolk	
White Coat	UWC	RBV	17	10	Accommodation	D	4	Norfolk	
Breydon Sluice UWC	UWC	RBV	17	29	Accommodation	C	4	Norfolk	
Lock Gate Mill UWC	UWC	RBV	17	44	Accommodation	C	6	Norfolk	
Marshes UWC	UWC	RBV	18	32	Accommodation	D	9	Norfolk	
Breydon Accsss No.24 FPK	FPK	RBV	19	13	Public Footpath	D	7	Norfolk	



Breydon Access No 24 UWCT	UWCT	RBV	19	13	Accommodation	D	6	Norfolk	
Osbourne Road	FPS	ROU	1	19	Public Footpath	C	3		
Butts Lane FPS	FPS	ROU	2	3	Public Footpath	C	3		
Woodhall Crescent	FPS	ROU	2	32	Public Footpath	C	6		
Bollo Lane (Richmond Line) CCT	CCTV	SAR1	2	63	Public Highway	H	4		N/C
No Name No 19	FPW	SBR	47	37	Private Footpath	D	10	Cambridgeshire	
No Name No 20	FPS	SBR	47	51	Public Footpath	C	6	Cambridgeshire	1
No Name No. 21 FPW	FPW	SBR	48	0	Private Footpath	D	8	Cambridgeshire	
Flambards FPS	FPS	SBR	48	12	Public Footpath	C	5	Cambridgeshire	1
College Farm UWCT	UWCT	SBR	48	53	Occupation	B	4	Cambridgeshire	
Cam Farm UWCT	UWCT	SBR	48	70	Occupation	B	4	Cambridgeshire	X
Meldreth Road AHB	AHB	SBR	49	37	Public Highway	D	2	Cambridgeshire	N/C
Shepreth Station AHB	AHB	SBR	49	64	Public Highway	D	2	Cambridgeshire	N/C
Angle Lane FP	FPGM	SBR	50	5	Public Footpath	D	8	Cambridgeshire	
Barrington Road	FPW	SBR	50	73	Private Footpath	D	6	Cambridgeshire	1
Foxton MCB	MCB/MB	SBR	50	74	Public Highway	F	2	Cambridgeshire	
Hayes UWCT	UWCT	SBR	52	2	Occupation	B	4	Cambridgeshire	
Websters SBR new	FPW	SBR	52	24	Public Footpath	C	5	Cambridgeshire	
Harston AHB	AHB	SBR	52	46	Public Highway	D	2	Cambridgeshire	
No Name (No 37)	FPW	SBR	52	75	Public Footpath	D	7	Cambridgeshire	1
Hauxton Road AHB	AHB	SBR	54	1	Public Highway	D	2	Cambridgeshire	N/C
Rectory Farm	UWCT	SBR	54	45	Occupation	C	8	Cambridgeshire	
Bratts Black House UWCT	UWCT	SIZ	92	19	Accommodation	D	6	Suffolk	
Knodishall TMOG	TMOG	SIZ	92	49	Public Highway	I	8	Suffolk	N/C
West House TMOG	TMOG	SIZ	93	32	Public Highway	F	8	Suffolk	N/C
Snowdens UWCT	UWCT	SIZ	93	68	Accommodation	D	10	Suffolk	
Saxmundham Road TMOG	TMOG	SIZ	94	2	Public Highway	K	8	Suffolk	N/C
Buckles Wood FPS	FPS	SIZ	94	33	Public Footpath	F	8	Suffolk	
Summerhill	FPW	SIZ	94	67	Public Footpath	F	8	Suffolk	
Leiston TMOG	TMOG	SIZ	95	5	Public Highway	J	5	Suffolk	N/C
Sizewell TMOG	TMOG	SIZ	95	71	Public Highway	J	6	Suffolk	N/C
Munceys FPS	FPS	SOB2	4	16	Public Footpath	D	11	Cambridgeshire	1
Fordham AHB-X	AHB-X	SOB2	4	64	Public Highway	D	2	Cambridgeshire	N/C
Cockspin Road AHB	AHB	SOB2	5	5	Public Highway	E	6	Cambridgeshire	
Block Farm FPS	FPS	SOB2	5	58	Public Footpath	D	7	Cambridgeshire	
Wicken Road	FPW	SOB2	6	44	Public Footpath	D	7	Cambridgeshire	1
Hitchs No12 UWCT	UWCT	SOB2	6	58	Occupation	C	9	Cambridgeshire	
Horse Fen UWCT	UWCT	SOB2	6	74	Occupation	B	4	Cambridgeshire	
Horse Fen FPW	FPW	SOB2	6	74	Public Footpath	D	9	Cambridgeshire	
Leonards	FPW	SOB2	7	17	Public Footpath	D	7	Cambridgeshire	1
Mill Drove	AHB	SOB2	7	28	Public Highway	D	4	Cambridgeshire	N/C
Clark & Butchers UWCT	UWCT	SOB2	7	53	Occupation	C	8	Cambridgeshire	
Soham Station FP	FPW	SOB2	7	78	Public Footpath	C	6	Cambridgeshire	
Soham Station	UWCT	SOB2	7	78	Public Highway	C	8	Cambridgeshire	
Straws	UWCT	SOB2	8	2	Occupation	B	8	Cambridgeshire	
Middlemere	AHB	SOB2	8	25	Public Highway	D	4	Cambridgeshire	N/C
Tiled House Farm	AHB	SOB2	8	66	Public Highway	D	4	Cambridgeshire	
Short Drove Footpath	FPS	SOB2	9	7	Public Footpath	D	10	Cambridgeshire	
Short Drove	UWCT	SOB2	9	7	Public Highway	B	9	Cambridgeshire	
Poplar Drove No30	UWC	SOB2	9	32	Occupation	A	7	Cambridgeshire	
Poplar Drove FP	FPS	SOB2	9	36	Public Footpath	D	11	Cambridgeshire	
Leonards No31 UWCT	UWCT	SOB2	9	47	Occupation	C	8	Cambridgeshire	
Barway Sidings AHB	AHB	SOB2	9	76	Public Highway	D	4	Cambridgeshire	N/C
Blockmore UWCT	UWCT	SOB2	10	36	Occupation	B	4	Cambridgeshire	
Ambroses UWCT	UWCT	SOB2	11	11	Occupation	C	9	Cambridgeshire	
Roundabout Drove	UWCT	SOB2	11	36	Occupation	C	8	Cambridgeshire	
Newmarket Bridge FP	FPG	SOB2	11	75	Public Footpath	D	11	Cambridgeshire	1
Newmarket Bridge	UWW	SOB2	11	75	Occupation	M	13	Cambridgeshire	
Wells Engine FP	FPW	SOB2	12	3	Public Footpath	C	9	Cambridgeshire	1



Wells Engine	UWCT	SOB2	12	3	Occupation	C	9	Cambridgeshire	
Hawks UWCT (SOB2)	UWCT	SOB2	12	17	Accommodation	D	10	Cambridgeshire	
Shaw Avenue Loop	FPS	SSV	21	22	Private Footpath	C	4	Essex	X
Shaw Ave	FPS	SSV	21	22	Public Footpath	M	13	Essex	X
Knights FPG	FPG	SSV	22	43	Public Bridleway	C	9	Essex	
Billericay West Park Avenue FPW	FPW	SSV	24	4	Public Footpath	C	2	Essex	3
Norman Crescent FPS	FPS	SSV	34	18	Public Footpath	C	6	Essex	
Blounts Wood FPS	FPS	SSV	34	45	Public Footpath	C	6	Essex	
Blounts Farm FPS	FPS	SSV	34	69	Public Footpath	C	6	Essex	
Woodstock Crescent FPW	FPW	SSV	35	74	Public Footpath	C	3	Essex	
Barbara Close FPW	FPW	SSV	38	21	Public Footpath	C	6	Essex	1
Golf Links FPK (SSV)	FPK	SSV	38	78	Public Footpath	C	5	Essex	
Marks Tey Station SPC	SPC	SUD	46	49	Private Footpath	C	3	Essex	
Church House Farm UWCT	UWCT	SUD	47	50	Occupation	B	4	Essex	
Church House Farm FPS	FPS	SUD	47	50	Public Bridleway	D	6	Essex	2
Thornfield Wood	FPW	SUD	50	56	Public Footpath	D	6	Essex	2
Golden Square FPS	FPS	SUD	51	27	Public Footpath	D	10	Essex	2
Josselyns FPS	FPS	SUD	52	11	Public Footpath	D	7	Essex	2
Mount Bures ABCL	ABCL	SUD	52	60	Public Highway	E	4	Essex	N/C
Bures FPS	FPS	SUD	53	36	Public Footpath	D	6	Essex	2
Lamarsh Kings Farm FPS	FPS	SUD	54	41	Public Footpath	D	7	Essex	2
Lamarsh School Lane UWCT	UWCT	SUD	54	77	Accommodation	C	7	Essex	
Pitmire Lane	UWCT	SUD	55	43	Occupation	C	8	Essex	X
Casefields UWCT	UWCT	SUD	56	36	Accommodation	C	8	Essex	
Shalford Meadow	FPS	SUD	56	41	Public Footpath	D	11	Suffolk	2
Sewage Works Lane	UWCT	SUD	56	62	Occupation	B	4	Suffolk	
Shalfords FPS	FPS	SUD	56	73	Public Footpath	D	6	Suffolk	
Shalfords	UWCT	SUD	56	73	Occupation	C	4	Suffolk	
Cornard ABCL	ABCL	SUD	57	42	Occupation	D	3	Suffolk	
Hicks FPW (SUD)	FPW	SUD	58	0	Private Footpath	D	6	Suffolk	
Ladysbridge UWCT	UWCT	SUD	58	24	Occupation	C	9	Suffolk	
Ladysbridge FPW	FPW	SUD	58	24	Public Footpath	C	3	Suffolk	2
Sewerage Farm	UWCT	THN	26	77	Accommodation	M	13	Thurrock	
Footpath 190	FPX	THN	28	6	Public Footpath			Thurrock	2
Smiths FPO	FPO	THN	28	11	Public Bridleway	E	8	Thurrock	
Number 43 Gate	OC	THN	29	78	Occupation	M	13	Thurrock	
Manor Way UWC (THN)	UWC	THN	30	16	Occupation	L	7	Thurrock	
Tye Green FPS	FPS	TLA	34	78	Public Footpath	C	8		
Manor Way FP CCTV	CCTV	TLL	12	12	Public Footpath	D	8	Essex	
Rainham	CCTV	TLL	12	60	Public Highway	D	3	Essex	N/C
Purfleet Rifle Range UWCT	UWCT	TLL	15	27	Public Highway	B	7	Thurrock	
No Name Number 131 FPS	FPS	TLL	15	36	Public Footpath	C	8	Thurrock	1
Purfleet	CCTV	TLL	16	7	Public Highway	F	4	Thurrock	N/C
Thames Board Mills MCB	MCB/MB	TLL	16	38	Accommodation	F	6	Thurrock	
Esso UWCT	UWCT	TLL	16	49	Private Estate	C	9	Thurrock	
Deep Wharf MCB	MCB/MB	TLL	16	68	Occupation	G	4	Thurrock	
Jurgens MCB	MCB/MB	TLL	17	9	Private Estate	F	4	Thurrock	5
St Clements	FPW	TLL	18	43	Public Footpath	C	4	Thurrock	1
Gibbs Wharf	FPW	TLL	18	67	Public Footpath	C	3	Thurrock	1
Grays CCTV	CCTV	TLL	19	76	Public Footpath	D	2	Thurrock	5
Tilbury East Junction	FPS	TLL	22	28	Public Footpath	C	3	Thurrock	3
Walton Common UWCT	UWCT	TLL	23	40	Occupation	B	8	Thurrock	
Number 168 UWCT	UWCT	TLL	24	2	Accommodation	B	8	Thurrock	5
Number 168 FPS	FPS	TLL	24	2	Public Footpath	C	10	Thurrock	5
Low Street CCTV	CCTV	TLL	24	11	Public Highway	I	6	Thurrock	5
Coal Road FPG	FPG	TLL	24	43	Public Bridleway	C	8	Thurrock	5
East Tilbury CCTV	CCTV	TLL	25	12	Public Highway	H	3	Thurrock	5
Mucking	AHB	TLL	26	40	Public Highway	D	4	Thurrock	N/C
Stanford Le Hope	CCTV	TLL	27	18	Public Highway	H	3	Thurrock	N/C



Jefferies FPW	FPW	TLL	28	2	Public Footpath	C	8	Thurrock	1
Morley Hill FPW	FPK	TLL	29	2	Public Footpath	C	4	Thurrock	3
Howells Farm	FPS	TLL	30	9	Public Footpath	C	4	Thurrock	1
Fobbing AHB	AHB	TLL	30	36	Public Highway	D	2	Thurrock	N/C
Gardners CCTV	CCTV	TLL	30	75	Public Highway	F	6	Essex	
Merrings	UWCT	TLL	31	11	Accommodation	M	13	Essex	
Vange Wharf	CCTV	TLL	31	43	Occupation	H	6	Essex	
Motorbike FP	FPW	TLL	32	5	Public Footpath	C	3	Essex	1
Pitsea Hall	CCTV	TLL	32	23	Public Highway	I	5	Essex	N/C
Pork Lane	AHB	TWN	66	64	Public Highway	F	5	Essex	N/C
Bluehouse FPS	FPS	TWN	66	78	Public Footpath	D	11	Essex	2
Nursery UWCT	UWCT	TWN	67	31	Occupation	C	5	Essex	
Nursery FPS	FPS	TWN	67	31	Public Footpath	D	6	Essex	
Kirby Cross Station FPW	SPC	TWN	67	56	Public Footpath	C	4	Essex	
Frinton on Sea CCTV	CCTV	TWN	68	78	Public Highway	I	4	Essex	N/C
Manor Farm		UPG	1	56	Public Footpath			Essex	2
Eve's FPS	FPS	UPG	1	77	Public Footpath	C	10	Essex	2
Thorpe End	FPS	WHC1	3	73	Private Footpath	D	5	Norfolk	2
Norwich Road AHB	AHB	WHC1	4	20	Public Highway	E	4	Norfolk	
Great Plumstead AHB	AHB-X	WHC1	4	52	Public Highway	E	4	Norfolk	
Rackheath Road	AHB	WHC1	5	18	Public Highway	F	3	Norfolk	
Salhouse Station	SPC	WHC1	5	74	Private Footpath	C	6	Norfolk	
Salhouse Church	FPS	WHC1	6	37	Public Footpath	D	6	Norfolk	
Bears Grove	FPG	WHC1	7	6	Public Bridleway	D	10	Norfolk	
Belaugh Lane Footpath	FPW	WHC1	10	1	Public Footpath	D	4	Norfolk	
Belaugh Lane	UWCT	WHC1	10	1	Public Highway	B	4	Norfolk	
Coltishall Lane UWCT	UWCT	WHC1	10	30	Public Highway	B	4	Norfolk	
Coltishall Lane FPW	FPG	WHC1	10	30	Public Footpath	D	6	Norfolk	
Tunstead Market Street	AHB	WHC1	10	50	Public Highway	E	4	Norfolk	N/C
Watering Pit Lane UWCT	UWCT	WHC1	10	68	Public Highway	C	4	Norfolk	2
Watering Pit Lane FP	FPW	WHC1	10	68	Public Footpath	D	6	Norfolk	
Tunstead	FPS	WHC1	11	10	Public Footpath	D	7	Norfolk	2
Tunstead Church Lane	UWCT	WHC1	11	29	Occupation	C	4	Norfolk	
Tunstead Church Lane	FPW	WHC1	11	29	Public Footpath	D	5	Norfolk	
Sloley Church Lane AHB	AHB	WHC1	12	17	Public Highway	E	4	Norfolk	N/C
Broad Road UWCT	UWCT	WHC1	12	58	Public Highway	B	5	Norfolk	2
Broad Road FPW	FPW	WHC1	12	58	Public Highway	D	6	Norfolk	
Worstead Station AHB	AHB	WHC1	13	8	Public Highway	D	4	Norfolk	N/C
Heath Farm UWCT	UWCT	WHC1	15	5	Public Highway	B	4	Norfolk	2
Heath Farm FPK	FPK	WHC1	15	5	Public Highway	D	6	Norfolk	
Grammar School Farm UWCT	UWCT	WHC1	17	33	Accommodation	D	9	Norfolk	
Barge Farm FPS	FPS	WHC1	18	2	Public Footpath	D	11	Norfolk	2
Pond Street UWCT	UWCT	WHC1	18	27	Occupation	C	8	Norfolk	
Pond Street FPW	FPW	WHC1	18	27	Public Footpath	D	6	Norfolk	
Walpole	CCTV	WHC1	18	67	Public Highway	I	6	Norfolk	N/C
Southrepps	FPS	WHC1	21	11	Public Footpath	D	11	Norfolk	2
Northrepps	FPS	WHC1	22	5	Public Footpath	D	7	Norfolk	2
East Runton FPW	FPW	WHC2	13	24	Public Footpath	C	9	Norfolk	2
Beauchamps FPK	FPK	WIS	30	29	Public Footpath	D	2	Essex	
Battlesbridge FPW	FPK	WIS	31	20	Public Footpath	D	10	Essex	2
Tabrums Cross UWCT	UWCT	WIS	33	38	Accommodation	B	7	Essex	
Woodham Fen UWCT	UWCT	WIS	33	56	Accommodation	B	8	Essex	
Woodham Fen FPW	FPW	WIS	33	56	Public Footpath	D	4	Essex	2
Woodham Ferrers	ABCL	WIS	34	8	Public Highway	D	1	Essex	N/C
Stowmaries 1	UWCT	WIS	34	77	Accommodation	B	8	Essex	
Hogwell UWCT	UWCT	WIS	35	33	Occupation	B	4	Essex	
Hogwell FPK	FPK	WIS	35	33	Public Footpath	D	7	Essex	
Little Hayes UWCT	UWCT	WIS	35	66	Occupation	C	5	Essex	
Little Hayes FPK	FPK	WIS	35	66	Public Footpath	D	7	Essex	



