

**TRANSPORT AND WORKS ACT 1992**

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

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

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**SUSAN TILBROOK**

**REBUTTAL  
PROOF OF EVIDENCE**

**-FOR-**

**S02 BRANTHAM HIGH BRIDGE**

Document Reference	NR/32/4/4
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# Contents

1	Introduction	1
2	S02 Brantham High Bridge	2
	Appendices	4
A.	LIDAR long sections	5

# 1 Introduction

- 1.1 This Rebuttal Proof of Evidence has been prepared on behalf of Network Rail to respond to particular matters raised in the Proofs of Evidence submitted on behalf of the following parties which were received by Network Rail on 18 January 2018. These include the Proofs of Evidence of:
  - 1.1.1 Suffolk County Council (OBJ/29)
    - a) Annette Robinson
  - 1.1.2 The Ramblers (OBJ/36)
    - a) Geoff Knight
- 1.2 It is not intended that this rebuttal proof should address matters that have already been addressed in my Proof of Evidence (NR32/1) or of other witnesses for the Promoter; however, cross references to relevant parts of that evidence are given below, where appropriate. The fact that I have not expressly rebutted a point does not mean that it is accepted.
- 1.3 I believe the facts and opinions stated to be true and that my evidence conforms to the standards and requirements of my professional body.

## 2 S02 Brantham High Bridge

### 2.1 Requirement for a Structure

2.1.1 *At paragraph 9 of her Proof of Evidence (Obj 29/W3/S02), Annette Robinson states “there is no need for a bridge, but steps or a sloped ramp will be required”*

2.1.2 In response, a bridge was shown at this location to accommodate perceived changes in levels as the worst case scenario. Following further surveys it has become apparent that the level difference can be overcome by the use of steps. It is agreed that the steps would be an appropriate solution and the design proposals should be amended to incorporate a step of steps rather than a bridge. It is noted that the powers under the TWAO will permit the installation of steps.

### 2.2 Diversion Route

2.2.1 *At paragraph 10 of her Proof of Evidence (Obj 29/W3/S02), Annette Robinson states “the proposed route is sloping and has a crossfall making it inconvenient for use”*

2.2.2 In response, it is noted that the existing footpath to the east of the railway has to negotiate a steeply sloping embankment using uneven steps to reach the level crossing. LIDAR level checks on this area have been undertaken and the slope of this area is considered to be approximately 10% (1:10).

2.2.3 The LIDAR level checks show the gradients of the proposed route to be in the order of 8.5% (approximately 1:12) which is considered to be broadly comparable with sections of the existing public right of way route.

2.2.4 LIDAR output is shown in Appendix A of this rebuttal.

### 2.3 Suitability of Proposed Diversion

2.3.1 *At paragraph 10 of her Proof of Evidence (Obj 29/W3/S02), Annette Robinson states that “where parallel to the railway line, the land is eroding; there are two ground levels evident and the surface is riddled with rabbit holes. There are two parallel fences and it is not clear where NR intend the new path to be”*

2.3.2 In response I have covered the matter of the stated erosion of the land in paragraph 2.2.33 of my Proof **NR32/1**. The edge of new footpath is intended to be positioned 0.5m from the Network Rail land boundary.

2.3.3 On the east side of the railway, the route north from the level crossing will follow the existing footpath which is located within Network Rail land and will remain as shown on the definitive map. No amendments to the existing footpath north of the level crossing infrastructure on site are proposed. The point where the public right of way, as shown on the definitive map, crosses the railway delineates the start of the proposed footpath. The proposed footpath then leaves Network Rail land to run south in the private field edge. The edge of the 2m wide footpath will generally be 0.5m from the Network Rail boundary. This route is shown clearly on TWAO plan Sheet 35 submitted with the Order.

2.3.4 *At paragraph 13 of her Proof of Evidence (Obj 29), Annette Robinson states that “walkers are currently fenced into the railway corridor for approx. 88m with no security measures to prevent them from straying or trying to cross the line”.*

2.3.5 In response, I can confirm that additional post and wire fencing will be erected in Network Rail's land alongside the existing footpath to address the point. Fencing in the private field can be erected with the landowner's agreement and this will be discussed further during detailed design.

2.4 **Length of road walking A147**

2.4.1 *At paragraph 11 of his Proof of Evidence (Obj 36), Geoff Knight queries the response given to the length of road walking on the A147 by Network rail.*

2.4.2 In response I can confirm that the length of road walking from Jimmys Lane to The Street is approximately 470m which is along the existing footway.

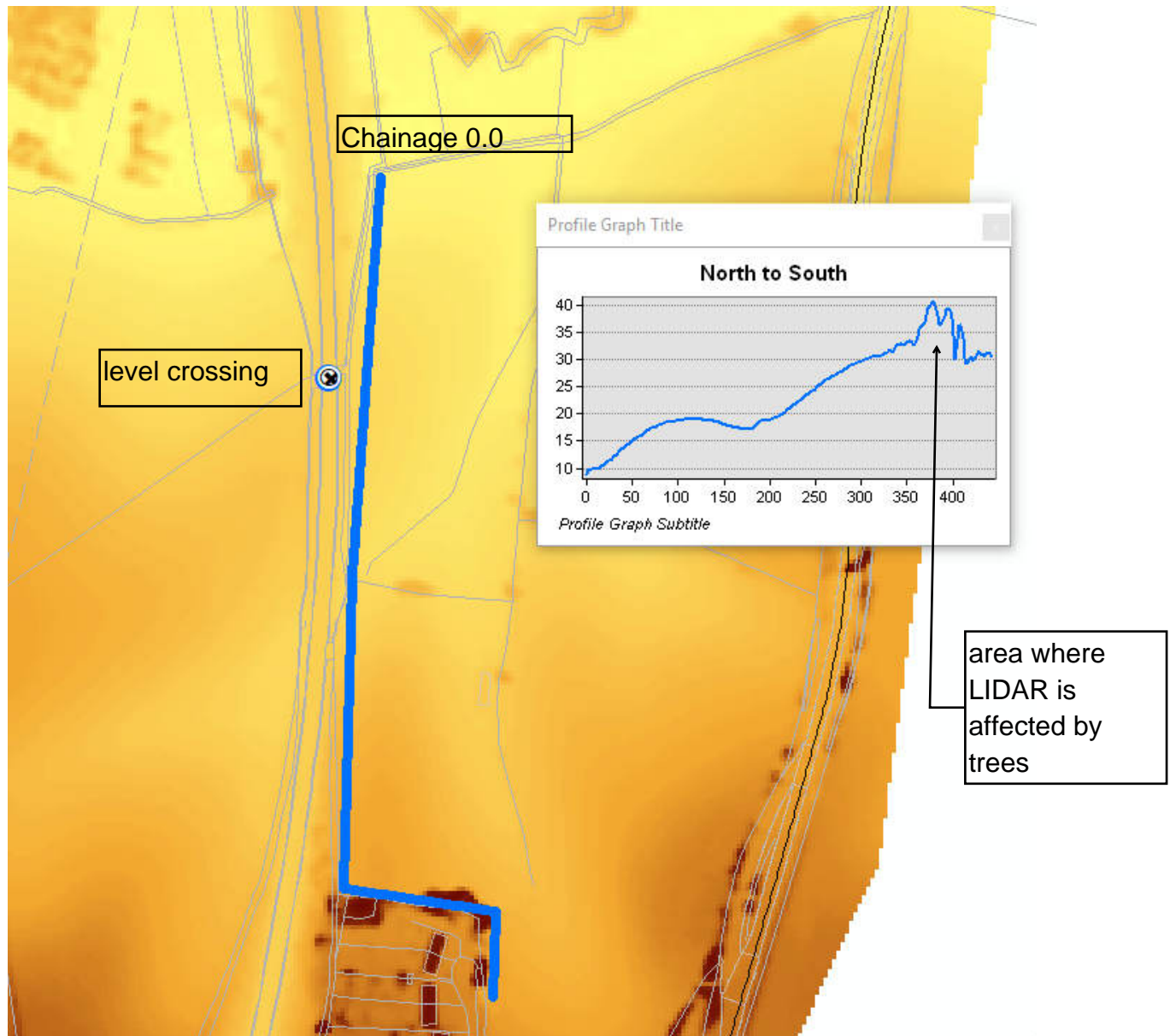
# Appendices

A. LIDAR long sections

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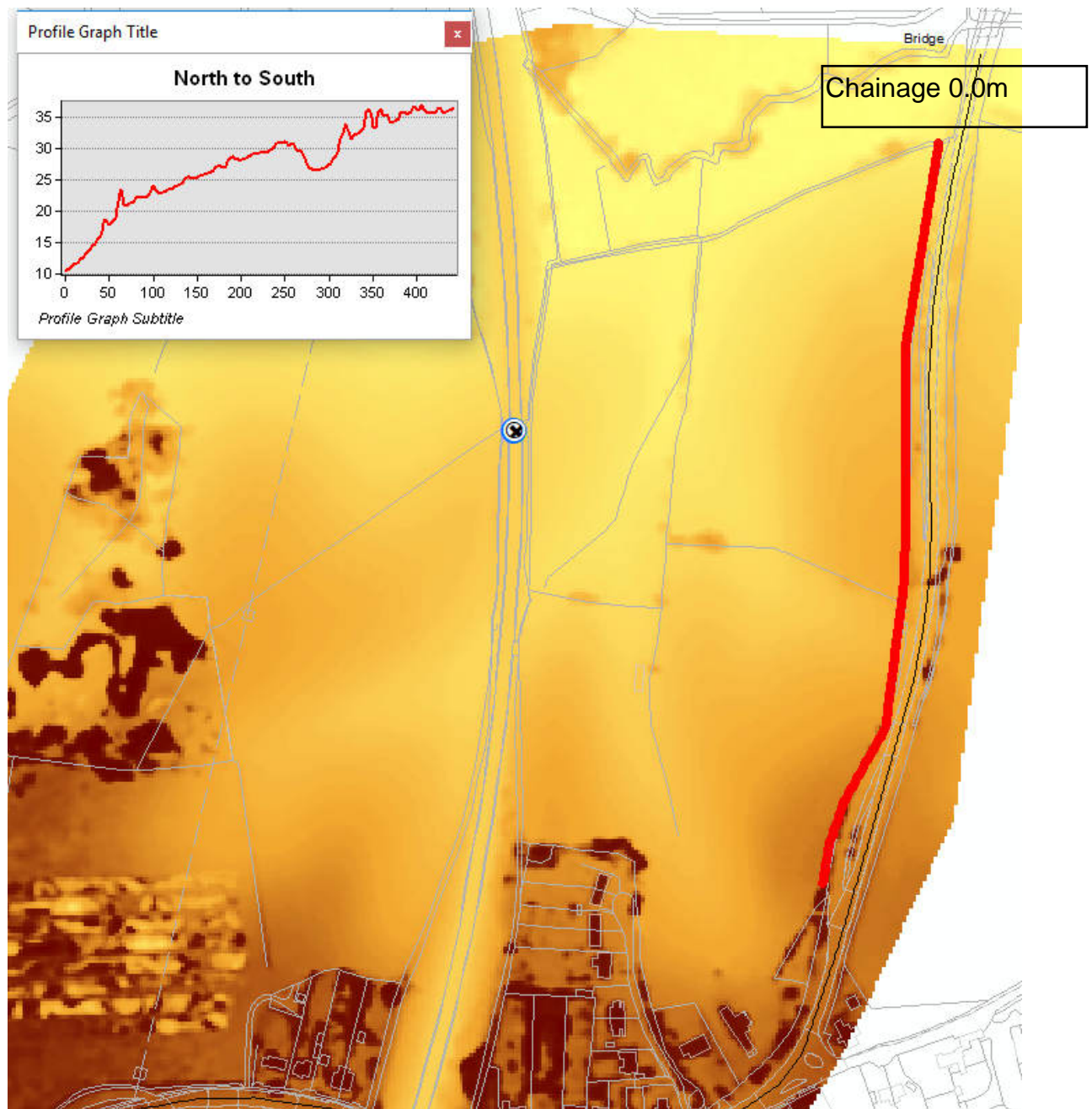
## **A. LIDAR long sections**

# S02 LIDAR LEVEL LONGITUDINAL SECTIONS

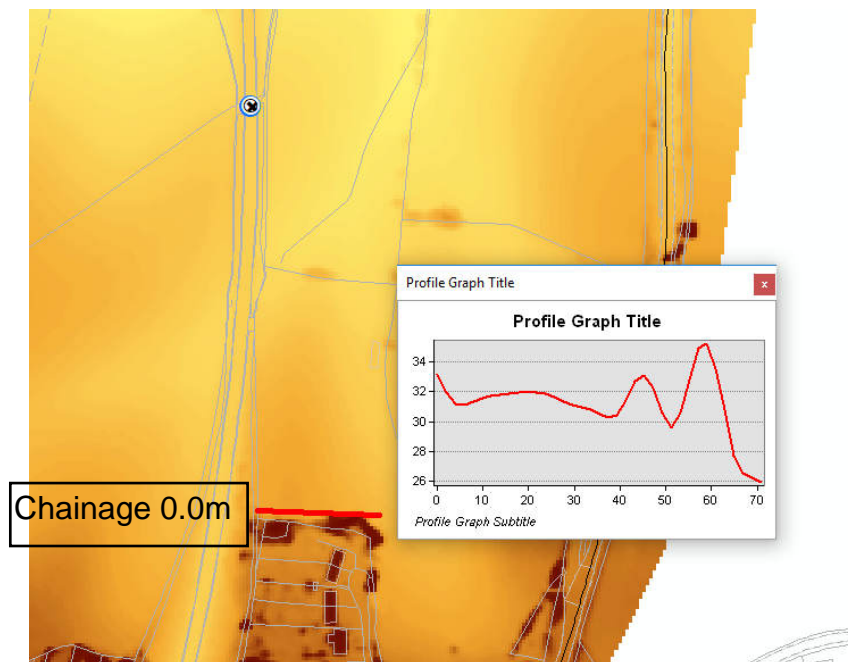
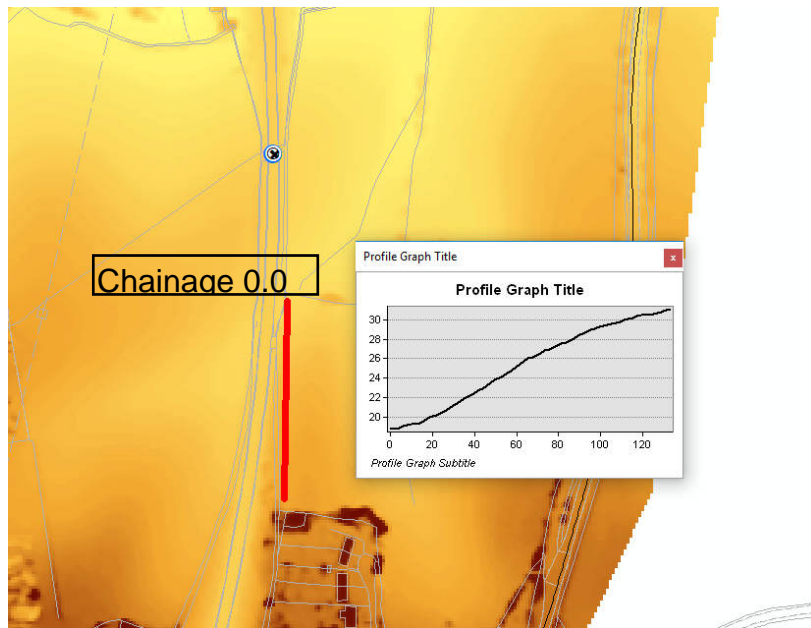


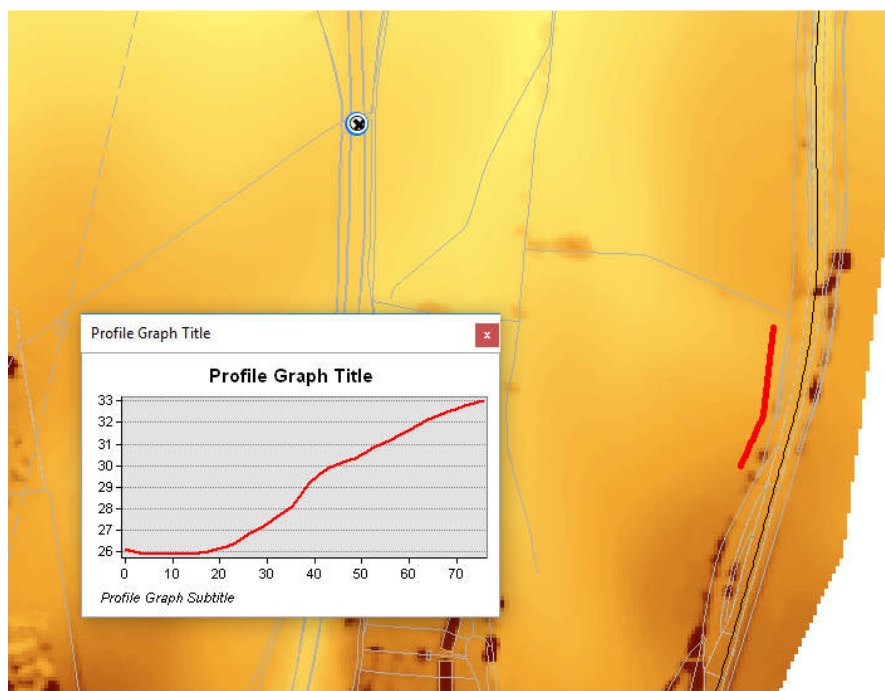
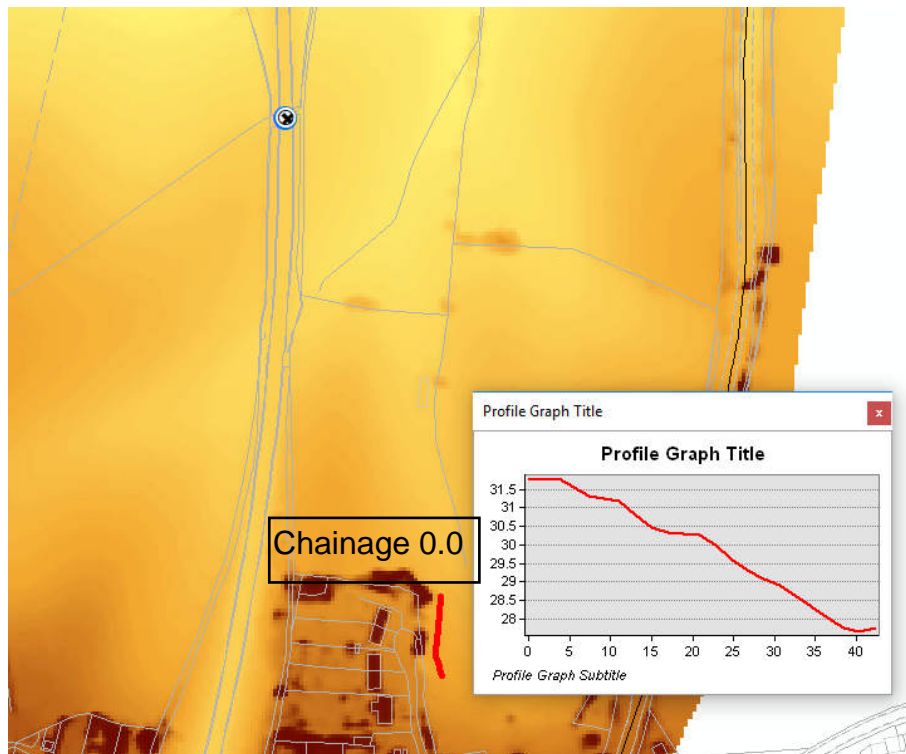
PROPOSED ROUTE LIDAR



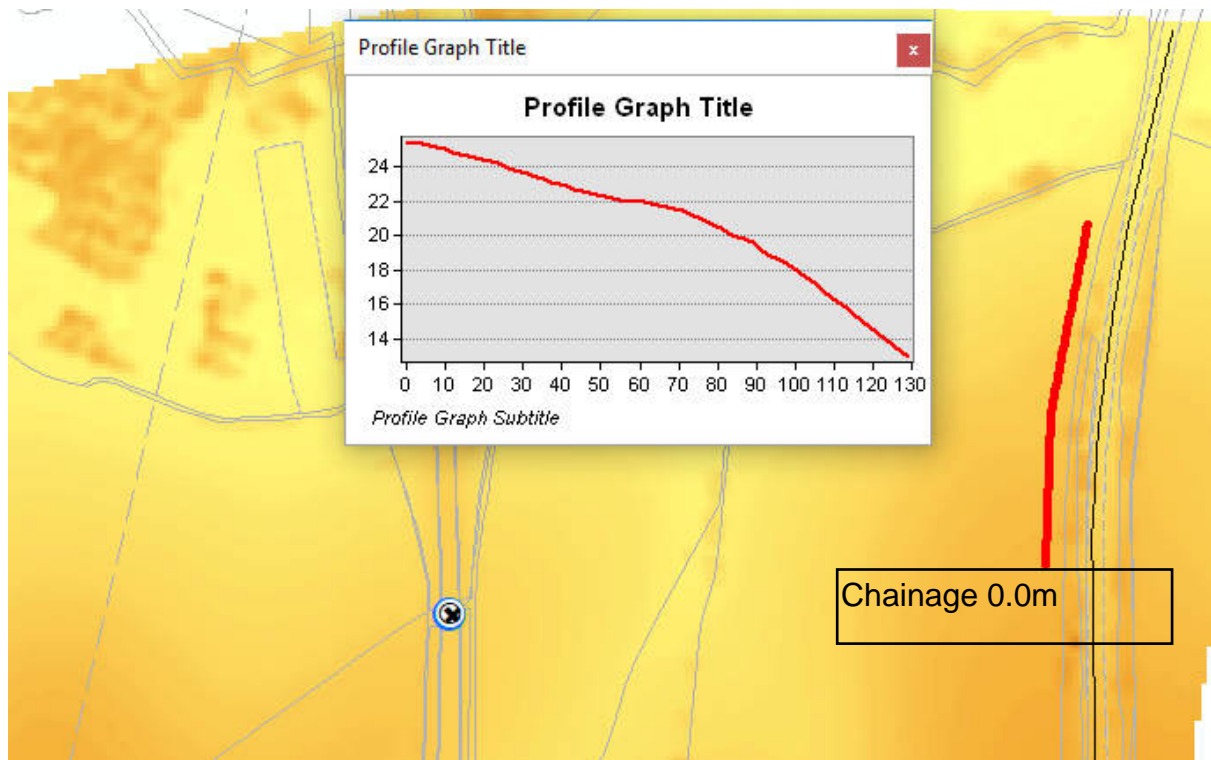


ALTERNATIVE ROUTE LIDAR





ALTERNATIVE ROUTE



ALTERNATIVE ROUTE

