

Note on S25 diversion distance

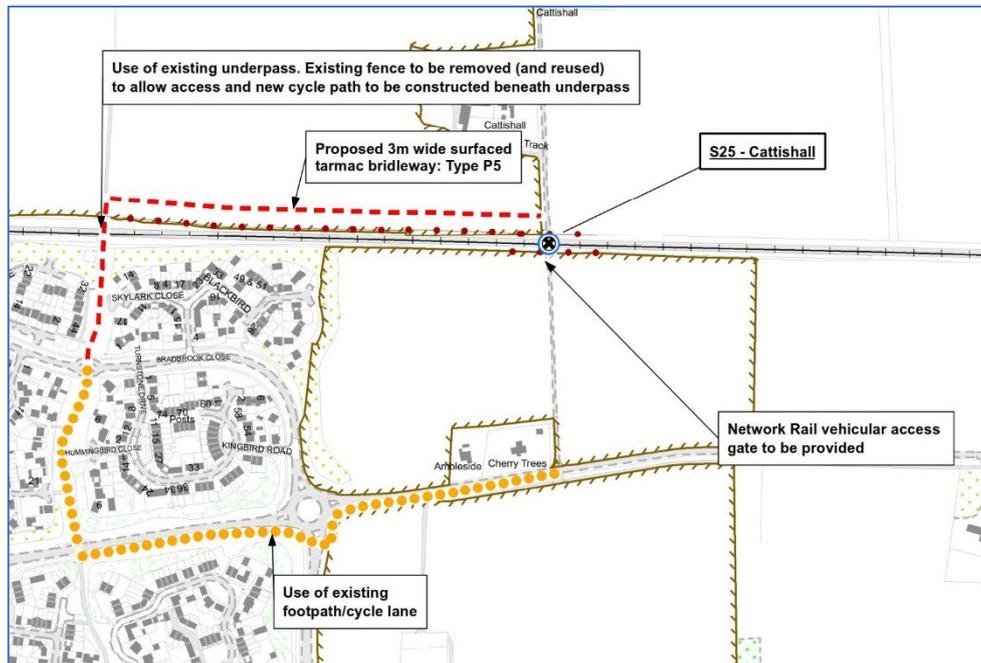
1. On day 18 of the Public Inquiry, the Inspector asked if a consensus could be reached between Network Rail and St. Edmundsbury Borough Council on the accepted length of the diversion route around the level crossing via the underpass route proposed by Network Rail.
2. Diversion distances are stated by the following people in their Proofs of Evidence:
 - a. Susan Tilbrook for Network Rail
 - b. Peter White for St. Edmundsbury Borough Council
3. The following text is provided by Susan Tilbrook in section 2.15.12 of her Proof of Evidence NR32/1 with regard to off diversion distances:

As S25, the maximum diversion route around the level crossing to the junction of Green Lane / Mount Road is an additional length of approximately 860m to continue easterly journeys, however, the origin and destination points will affect the overall diversion length for many users.

4. During cross examination Susan Tilbrook clarified that this additional distance was for the route as shown below:



5. During cross examination Susan Tilbrook clarified that the additional diversion distance for the route shown as the diversion route for S25 in Section 5 in the Suffolk Design Guide Core Document NR 12 is 990m. This figure is calculated by deducting the existing distance of 240m (measured between the junction of Mount Road and Green Lane to the south of the railway, and the point where the proposed bridleway meets Green Lane to the north) from the proposed diversion route distance of 1230m. The diversion route is shown below:



6. The following text is provided by Peter White in paragraph 6 of his Proof of Evidence OBJ/028/W1/1 with regard to diversion distances:

Figure 1 below shows that a diversion from the centre of phase 1 and 2 (The centre of phase 1 and 2 being the centre point of 180 dwellings) of the emerging Moreton Hall residential development to get to the other side of the Cattishall crossing. This diversion as shown in figure 1 is 1100 metres and a round trip would of course incur a diversion of 2200 metres. The route from the middle of phase 1 and 2 using the Cattishall crossing would be 100 metres.



7. Therefore, the additional walking distance (1100-100m) is 1000m.

Conclusions

8. Both parties agree on the origin point of the diversion to the north of the level crossing.
9. Each party has selected different origin points to the south of the level crossing, which has resulted in a slightly different diversion routes being assessed.
10. However, both parties can agree that the maximum diversion distances are very similar and a figure of 1000m can be taken for the local diversion length, with the acceptance that the additional distances for wider origins and destinations will vary.