

Technical Note 01: S31 Mutton Hall



Project: The Proposed Network Rail
(Suffolk Level Crossing Reduction) Order

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- 1.1 I have prepared this technical note in response to transport evidence submitted by Network Rail (NR) in relation to the Inquiry being held into the "The Proposed Network Rail (Suffolk Level Crossing Reduction) Order".
- 1.2 The technical note deals with the proposed closure of crossing S31 Muttons Hall.
- 1.3 At paragraph 4.78 of my Proof of Evidence (reference OBJ/36/W10/1) I state:

"In the absence of vehicle speed data, my conclusion is that the visibility between pedestrians walking in the carriageway at Kates Lane railway bridge and vehicles approaching from the north is significantly less than the desirable minimum for highway safety. As a consequence there is an increased risk of pedestrian and vehicle collisions due to drivers not seeing pedestrians walking in the carriageway in sufficient time."
- 1.4 Traffic speed data for Kates Lane was not available at the time of preparing my evidence. It has subsequently been provided at TAB1 to Susan Tilbrook's Proof of Evidence (reference NR32/2). The traffic speed data provided shows that the observed 85th percentile speeds for traffic travelling southbound at the bridge is 36.9mph.
- 1.5 Considering this additional evidence I am able to conclude that there is sufficient forward visibility for the observed traffic speed on the road to meet current highway design standards.