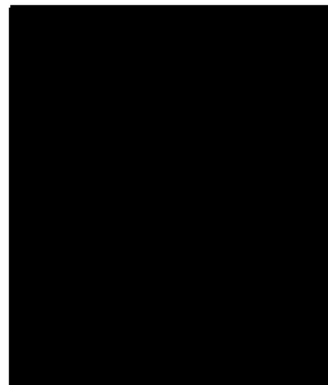


083/54



BRANTHAM HIGH BRIDGE SO2

NETWORK RAIL

ANGLIA LEVEL CROSSING

REDUCTION STRATEGY

Dear Sir

I am writing with regards to the planned level crossing which concerns my property - [REDACTED]  
[REDACTED] I strongly object to the revised plan as shown on sheet 35. The original plan drawing, MMD-367516-S02-GEN-003, which although we did not like, was ultimately acceptable. We were not informed of any changes to the plan, and were therefore unable to observe it before the deadline, or make any comment. It would have been very courteous in the very least if we, as landowners, had the opportunity to see the revised plan, before it was presented to you.

The land on sheet 35 marked as 06 seems to be a massive amount for a single path (18 meters wide by 75 meters approx.). Why does the path start at 10-12 in plot 06 and not between P149 to P150 at the end driveway of street farm? This land 06 contains on the border with our neighbours 3 mature oak trees which are about 200 years old and 2 large ash trees. This seems to be an awful lot for the very few people who actually walked the original path (I was told by a Network Rail official that they had detected just 2 walkers since August 2016). We have not been informed whether the path is to be fenced. We have horses in a field next to the proposed path and expect it to be enclosed like a standard railway fence.

Also the side of the cutting for the railway track is in a dangerous condition having been undermined by rabbits for many years, neglected by the railways and is unstable. We have not been informed who is responsible for the path once it is in existence.

There is another possible route for the path away from the railway track and all the houses in our field, which is beside the A137. It is not as steep and can be accessed from the roadside layby.

I shall look forward to your correspondence.

Yours sincerely

Anthony Taylor







## Anglia Level Crossing Proposals

### S02 – Brantham High Bridge (Brantham Parish)

#### Public Right of Way Reference – E-159/006/0

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.

**Brantham High Bridge** is one of the level crossings in the county of Suffolk. It is located in Brantham Parish and has the postcode CO1 1 PL. 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. Brantham High Bridge level crossing currently has an ALCRM score of G6 which is considered high risk. Key issues relate to frequent trains, short sighting time and sun glare. 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, fourteen questionnaire responses were received. For Brantham High Bridge 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):

- 14 % agreed with the proposals
- 36 % of responses were neutral towards the proposals
- 50 % of responses disagreed with the proposals
- 36 % supported the red route
- 7 % supported the green route
- 29 % of responses preferred another route
- 29 % 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)	0 pedestrians
Weekend (average daily)	0 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 red 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 make use of the dedicated separate footbridge on to the side of the highway bridge on Ipswich Road to cross the railway. The existing public right of way network to the west of the railway would be used by connecting E-159/006/0 to Ipswich Road via a new public right of way along Jimmy Lane. The section of E-159/006/0 to the east of the woodland to the crossing would be extinguished to prevent the creation of a dead end whilst maintaining access into the woodland. To the east of the crossing a new 2m wide footpath would be provided from The Street to E-159/006/0. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. 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 450m to the route.

Photo 1: Existing level crossing



Photo 2: Alternative railway crossing

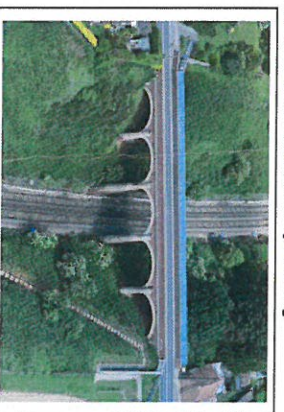


Photo locations are shown on the plan overleaf.

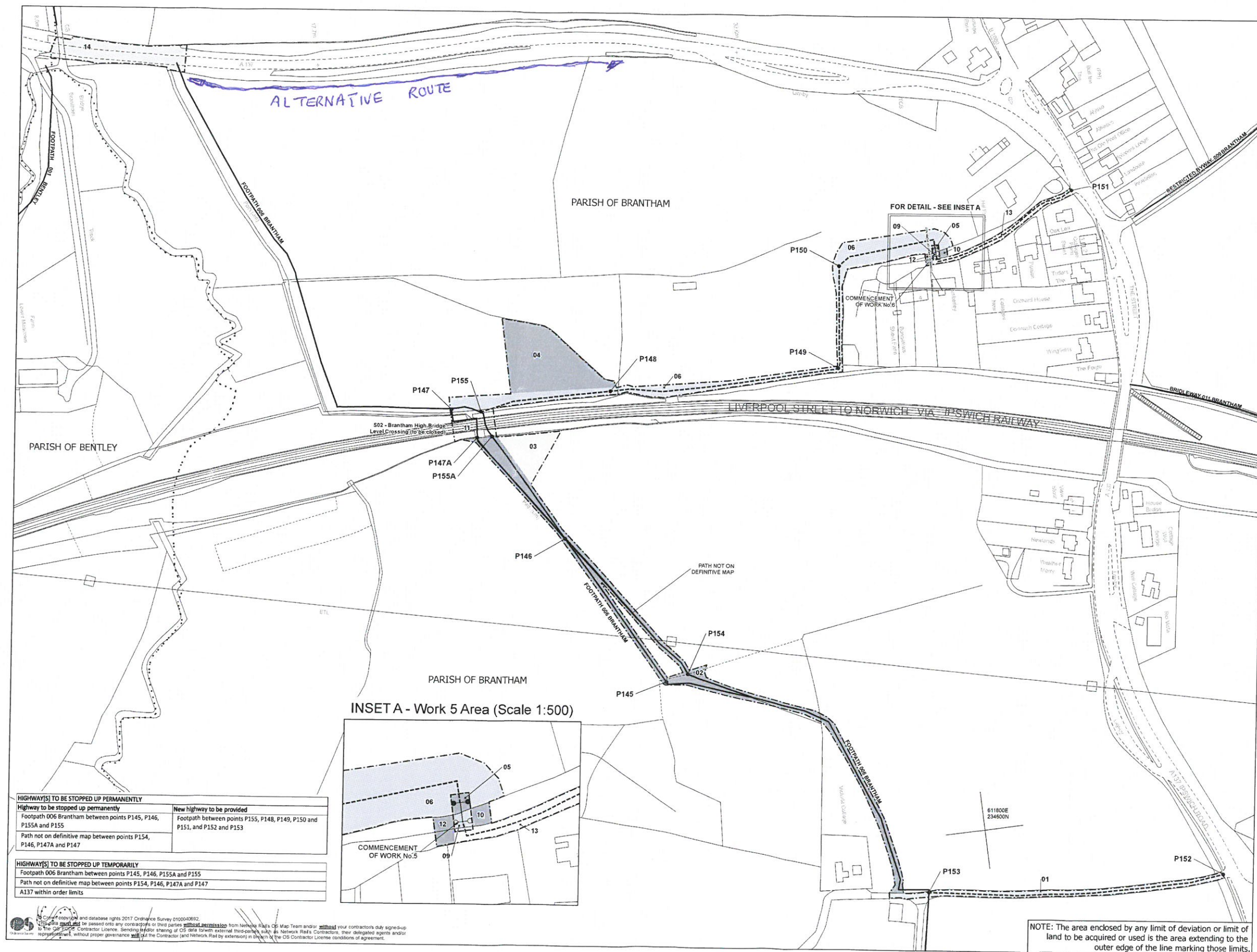
This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: [www.networkrail.co.uk/anglialevelcrossings](http://www.networkrail.co.uk/anglialevelcrossings). Please complete the separate questionnaire using the level crossing identification number S02 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.

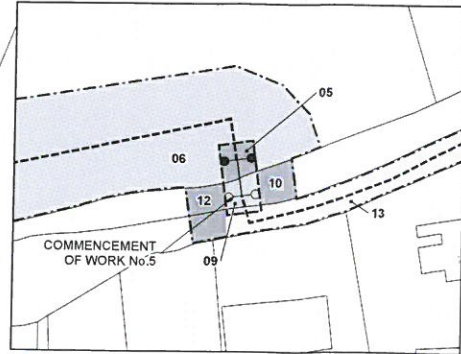


Transport and Works Act 1992  
**The Network Rail (Suffolk Level Crossing Reduction) Order**  
 COUNTY OF SUFFOLK, DISTRICT OF BABERGH

Sheet 35  
 S02 - Brantham High Bridge  
 Level Crossing



**INSET A - Work 5 Area (Scale 1:500)**



HIGHWAYS TO BE STOPPED UP PERMANENTLY	
Highway to be stopped up permanently	New highway to be provided
Footpath 006 Brantham between points P145, P146, P155A and P155	Footpath between points P155, P148, P149, P150 and P151, and P152 and P153
Path not on definitive map between points P154, P146, P147A and P147	
HIGHWAYS TO BE STOPPED UP TEMPORARILY	
Footpath 006 Brantham between points P145, P146, P155A and P155	
Path not on definitive map between points P154, P146, P147A and P147	
A137 within order limits	

WORK 5: FOOTBRIDGE	
FOR SECTIONS OF WORK SEE SHEETS 39 AND 40	
Powers Limited to Temporary Use of Land and Acquisition of Rights	No. on plan:
Powers Limited to Temporary Use of Land	No. on plan:
	02 09
	03 10
	04 12
	05 14
	06
Powers Limited to Rights	No. on plan:
	01
	13
Powers Limited to Extinguishment of Rights	No. on plan:
	11
— Centreline of Work — Commencement of Work — Termination of Work (A) New / Improved Access [ ] Limit of Deviation [ ] Limit of Land to be Acquired or Used Individual Land Parcels are shaded in contrasting shades of grey 01 Land Parcel Number [ ] Network Rail Property [ ] Areas of Third Party Land Benefitting from New Access Rights — Existing or Alleged Public Right of Way - - - New Public Right of Way TR01 Traffic Regulation Order Reference Point . . . Administrative Boundaries	

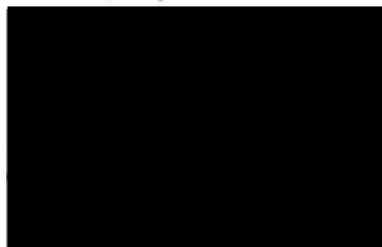
**PLAN**





000/54.

---

**Brantham High Bridge S02****Anthony Taylor**

25th May 2017

Network Rail  
Anglia Level Crossing  
Reduction strategy

Dear Sir,

With regard to my previous letter and my suggestion of an alternative route to the one proposed for the crossing closure at Brantham High Bridge, see drawing sheet 35, I have marked my proposed route on sheet 35.

**Advantages -**

- No fences required only 2 styles or gated needed.
- No need to change ownership of any land, just change the direction of the right of way across my field to alongside the A137, then onto the layby on the map then onto the verge (this is 30 to 40 feet wide) and will require the clearance of the under growth.

Yours sincerely,

**A.F. Taylor**