

**APPLICATION FOR THE PROPOSED NETWORK RAIL  
(SUFFOLK LEVEL CROSSING REDUCTION) ORDER**

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**APPENDIX 2 TO**

**PROOF OF EVIDENCE:**

**ANDREW HAUNTON – DIRECTOR OF CAPITAL TRAFFIC MANAGEMENT LTD**

BEng (Hons), MCIHT, FSoRSA

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## ANGLIA LEVEL CROSSING REDUCTION STRATEGY S27: BARRELLS, SUFFOLK

### STAGE 1 ROAD SAFETY AUDIT



**December 2017**

Report Status: **FINAL**



## 1.0 DOCUMENT INFORMATION

- 1.1 Document No: 1459/0001-RSA-03
- Issue No: 01
  - Date: 15<sup>th</sup> December 2017
  - Prepared by: A. Haunton
  - Checked by: J. Thompson
  - Approved by: A. Haunton

## 2.0 INTRODUCTION

### 2.1 Commission and Terms of Reference

- 2.1.1 This report results from a Stage 1 Road Safety Audit carried out on Network Rail's proposal to close level crossing S27: Barrells at Thurston on the Ipswich to Ely line and divert the linking footpath. The audit was carried out at the request of Suffolk Highways' Graham Taylor. Where the proposed closure of nearby crossing S28 may impact on the proposals for S27, this crossing may be discussed too. This, however, does not constitute a road safety audit having been carried out on crossing S28.
- 2.1.2 The Audit Team membership was as follows:
- |  |   |
|--|---|
| Andy Haunton<br>(Audit Team Leader)      | BEng (Hons), MCIHT, FSoRSA<br>Capital Traffic |
| Jonathan Thompson<br>(Audit Team Member) | IEng, FIHE, MSoRSA<br>Capital Traffic         |
- 2.1.3 For the purposes of compliance with Highways England's HD 19/15 it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.
- 2.1.4 The Audit was undertaken by Capital Traffic in accordance with the Audit Brief confirmed by Graham Taylor on 7<sup>th</sup> December 2017. It took place during mid December 2017 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 2.1.5 The Audit Team visited the site of the proposed scheme during the hours of 12:00 to 13:00 on 11<sup>th</sup> December 2017. The weather during the site visit was heavily overcast with moderate rain/sleet and the existing highway surfaces were wet with laying snow on some untrafficked surfaces. Traffic flows were very low.
- 2.1.6 The terms of reference of this audit are as described in Highways England's document HD 19/15 Road Safety Audit. The procedure has been followed as far as is practicable given that the audit has not been commissioned by or carried out directly for Highways England. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the

recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

- 2.1.7 Unless general to the scheme, all comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan located in Appendix B.

## 2.2 Description of the Scheme

- 2.2.1 Network Rail is carrying out feasibility studies to explore options for the closure of level crossings throughout Suffolk, as part of their on-going commitment to deliver a safer, more efficient and reliable railway.
- 2.2.2 It is proposed to close level crossing S27 at Thurston on the Ipswich to Ely line. The footpath to the northern side of the crossing between the railway and Barrell's Road will be retained, but a short section of footpath to the southern side between the railway and Bird's Road will be extinguished. Access will be maintained via diversions along new sections of footpath running beside the railway and by utilising sections of the exiting footpath and highway network, including the railway bridges to the east and west of the crossing.

## 3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is aware that Mott Macdonald carried out a stage 1 safety audit during 2016. This audit, however, is an independent parallel exercise. Hence, the findings of the Mott Macdonald audit will not be reviewed as part of this audit.

## 4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

### 4.1 NON-MOTORISED USERS

#### 4.1.1 PROBLEM

**Locations:** A & B – Barrell’s Road and Grove Farm railway bridges.

**Summary:** Lack of forward visibility across narrow hump-backed bridges increases the risk to diverted walkers of being struck by vehicular traffic.

The closure of both level crossing S27 (Barrells) and nearby S28 (Grove Farm) is proposed. The footpath diversion routes will take walkers over narrow hump-backed bridges at either Barrell’s Road to the west or Grove Farm to the east. The limited forward visibility across each bridge may increase the risk of diverted walkers being struck by vehicular traffic, especially in poor visibility or dark conditions.



#### RECOMMENDATION

With there appearing to be little opportunity to implement effective remedial measures for pedestrians at each bridge, it is recommended that at least one of the two level crossings should be retained with appropriate new sections of linking footpath created.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
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## 5.0 AUDIT STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

5.2 Audit Team Leader

Andy Haunton  
BEng (Hons), MCIHT, FSoRSA  
Director  
Capital Traffic  
The Old Council Yard  
Hedingham Road  
Great Yeldham  
Essex, CO9 4HS

Signed:



Date:

15/12/2017

5.3 Audit Team Member

Jonathan Thompson  
IEng, FIHE, MSoRSA  
Director  
Capital Traffic  
The Old Council Yard  
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Signed:



Date:

15/12/2017

## APPENDIX A

### Documents forming the Audit Brief

#### DRAWINGS

- MMD-354763-S27-GEN-001 Rev P2      S27 - Barrels, Suffolk, Thurston CP

#### DOCUMENTS

\*\*\*None\*\*\*

## APPENDIX B

### Problem Location Plan



