

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

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**APPENDIX 4 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 S69: BACTON, SUFFOLK

### STAGE 1 ROAD SAFETY AUDIT



**December 2017**

Report Status: **DRAFT**



## 1.0 DOCUMENT INFORMATION

1.1 Document No: 1459/0001-RSA-01

- 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 S69 at Bacton on the Great Eastern Main Line and divert the linking footpath. The audit was carried out at the request of Suffolk Highways' Graham Taylor.

2.1.2 The Audit Team membership was as follows:

Andy Haunton                      BEng (Hons), MCIHT, FSoRSA  
(Audit Team Leader)          Capital Traffic

Jonathan Thompson          IEng, FIHE, MSoRSA  
(Audit Team Member)        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 10:00 to 10:30 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 S69 at Bacton on the Great Eastern Main Line. The footpath to the eastern side of the crossing between the railway and Broad Road will be extinguished, whilst the footpath to the western side of the crossing between the railway and Birch Avenue will be retained. A new section of footpath will be created linking the retained section from the closed crossing southwards towards existing footpaths near to crossing S13 at Fords Green, which is also the subject of a closure proposal.

## 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

**Location:** A – Pound Hill railway bridge.

**Summary:** Risk to diverted walkers of being struck by vehicular traffic.

The section of footpath affected by the closure of level crossing S69 runs between Birch Avenue and Broad Road. It links a residential area to the west of the railway and a recreation ground to the east. At the time of the site visit there was clear evidence to suggest use of the level crossing by walkers going to/from Birch Avenue, although nothing obvious to suggest access being made from Broad Road directly via the signed route (walkers may, instead, be using the recreation ground access track). The shortest alternative route between Birch Avenue and the recreation ground will be via Pound Hill and Broad Road. Pedestrian facilities at the Pound Hill railway bridge are discontinuous; there are no footways beneath the arch, where the carriageway narrows, nor also for a short distance on either side. Walkers diverted by the closure of crossing S69 may, therefore, be exposed to new hazards at the Pound Hill bridge pinch point where they will need to walk in the carriageway. This may increase their risk of being struck by passing vehicular traffic, with poor visibility or dark conditions exacerbating the problem.



#### RECOMMENDATION

Pedestrian facilities in the vicinity of the Pound Hill railway bridge should be improved, within the constraints posed by the arch. The resulting overall

scheme (see also recommendation 4.1.2) should be subject to a robust risk assessment, comparing the use of it to the use of the level crossing.

#### **4.1.2 PROBLEM**

**Location:** B – B1113 Broad Road.

**Summary:** Risk to diverted walkers of being struck by vehicular traffic.

Further to 4.1.1, which discusses the lack of pedestrian facilities at the Pound Hill railway bridge, walkers following the diverted footpath will also need to walk along the B1113 Broad Road to/from the recreation ground. The section of Broad Road in question has a 30mph speed limit around its junction with Pound Hill, but has a 40mph speed limit towards its southern end. There are no footways along the B1113, plus some narrow verges. Walkers diverted by the closure of crossing S69 may, therefore, be exposed to passing vehicular traffic on Broad Road as they will sometimes need to walk in the carriageway. This may increase their risk of being struck by passing, with poor visibility or dark conditions exacerbating the problem.

#### **RECOMMENDATION**

Pedestrian facilities along Broad Road from Pound Hill to the recreation ground should be improved.

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:

A handwritten signature in black ink, appearing to be 'AH'.

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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Great Yeldham  
Essex, CO9 4HS

Signed:

A handwritten signature in blue ink, appearing to be 'Jon Thompson'.

Date:

15/12/2017

## APPENDIX A

### Documents forming the Audit Brief

#### DRAWINGS

- MM D-354763-S69-GEN-001 Rev P2      S69 - Bacton, Suffolk, Bacton CP

#### DOCUMENTS

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



## APPENDIX B

### Problem Location Plan

