
APP/122

**FELIXSTOWE BRANCH LINE & IPSWICH YARD
IMPROVEMENT ORDER**

SUMMARY PROOF OF EVIDENCE

of

Andrew Cann

**PERMANENT ALTERATIONS
TO PUBLIC RIGHTS OF WAY**



Port of Felixstowe

This Proof of Evidence relates to the implications of the following applications:

**APPLICATION BY HUTCHISON PORTS (UK) LIMITED IN RELATION TO
THE FELIXSTOWE BRANCHLINE AND IPSWICH YARD TRANSPORT
AND WORKS ACT ORDER**

Application	Application Ref.	Appeal Ref.
An application under section 1 of the Transport and Works Act 1992 for works to improve Ipswich Yard through provision of new sidings and other associated works between London Road Bridge and Ipswich railway station and to construct a second railway line in alignment with and to the southern side of the existing Felixstowe Branch Line from a point west of Mile Post 78.5 on the Branch Line to a point east of the railway platforms at Trimley station, to include works to level crossings along the Branch Line, made on 13 December 2005 and including the revisions and amendments submitted to the Secretary of State for Transport on 5 May 2006.	TWA 05/APP/04	

1 QUALIFICATIONS AND RELEVANT EXPERIENCE

- 1.1 I am Andrew Cann, a Project Manager in the Port Development Team of Hutchison Ports UK Limited (HPUK). I have worked for the Company since 1995. Currently I have responsibility for the proposed Felixstowe Branch Line and Ipswich Yard Transport and Works Act Order scheme.

2 OBJECTIVES OF SUMMARY PROOF OF EVIDENCE

- 2.1 This Summary Proof of Evidence outlines the proposed permanent diversion of rights of way set out in the Transport and Works Act Order. I shall demonstrate that the consequential effects of the proposed scheme are necessary and practicable.
- 2.2 It is helpful when reading this Summary Proof of Evidence to refer to core documents 92, 'Extracts from the Suffolk County Council definitive map', and core document 93, 'Ordnance Survey Map Explorer 197'.

3 THE PROPOSED STOPPING UP OF RIGHT OF WAY FP8 TRIMLEY ST MARTIN, TO THE EXISTING JUNCTION WITH FP2, STRATTONHALL DRIFT, (POINT C TO POINT D – 'PLANNING ARRANGEMENT, SHEET NO.S 3 AND 4 – APPENDIX 7). THE PROPOSED PERMANENT STOPPING UP OF CROFT FOOTCROSSING.

- 3.1 As a consequence of the scheme to dual the Branch Line, a new signalling scheme would need to be implemented. In order to minimise the impact of noise from stopped trains, it is planned to place signals as far as possible from residential properties. As a result of this, new signals would be placed in the vicinity of Croft footcrossing.

3.2 With the development of longer trains, were a train made to stand at either of these signals, adjacent to Croft footcrossing, the train would block Croft footcrossing. As the line would be dualled, there is a risk that a pedestrian attempting to cross the line here, by walking behind the train, could step out into the path of an oncoming train, worse a pedestrian may be tempted to try to pass beneath a stationary train. Therefore, the closure of this crossing is proposed as a matter of public safety.

3.3 Croft footcrossing is not well used and therefore the diversion would inconvenience few users. There are also alternative and more attractive circular routes in the area.

4 THE PROPOSED STOPPING UP OF RIGHT OF WAY – GRIMSTON LANE BETWEEN POINTS G AND H (SEE ‘PLANNING GENERAL ARRANGEMENT’ SHEET NO. 7, APPENDIX 7).

4.1 The closure and diversion of Grimston Lane between these points is in order to improve safety at the Thorpe Lane level crossing. This is dealt with further in the Proof of Evidence of Richard Spoors of Mott MacDonald.

5 THE PROPOSED STOPPING UP OF RIGHT OF WAY – GRIMSTON LANE FOOTCROSSING BETWEEN POINTS I AND (SEE ‘PLANNING GENERAL ARRANGEMENT’ SHEET NO. 7, APPENDIX 7).

5.1 There is an existing legal requirement, which is currently not observed, that whistleboards are placed on the approach to Grimston Lane footcrossing. If the crossing were to remain open whistleboards, would have to be provided.

5.2 During the consultation on the Branch Line scheme concerns were raised about the noise disturbance resulting from locomotives sounding their horns at whistleboards. The closure of Grimston Lane footcrossing

would ensure that the whistleboards are not placed and thereby reduce the disturbance to local residents.

- 5.3 Thorpe Lane level crossing is a safe and commodious alternative to Grimston Lane footcrossing. Safety improvements, for the benefit of pedestrians using this route, would be made to the footways along Thorpe Lane.

6 THE PROPOSED ALTERATION TO RIGHTS OF WAY – GUN LANE. ROAD USED AS A PUBLIC PATH NO. 28 (GUN LANE) TO BE PERMANENTLY DIVERTED BETWEEN POINTS R AND T VIA POINTS Q, S AND T TO POINT P. FOLLOWING DIVERSION GUN LANE TO BE RECLASSIFIED AS A BRIDLEWAY FOR IT'S ENTIRE LENGTH FROM POINT U TO POINT Z INCLUDING THE NEW ROUTE OF THE DIVERSION VIA. NO. 24 FOOTCROSSING. ('PLANNING GENERAL ARRANGEMENT', SHEET NO. 8 AND AS REVISED, APPENDIX 7).

- 6.1 As a consequence of the scheme to dual the Branch Line, a new signalling scheme would need to be implemented. In order to minimise the impact of noise from stopped trains, it is planned to place signals as far as possible from residential properties. As a result of this new signals would be placed in the vicinity of Gun Lane footcrossing.
- 6.2 With the development of longer trains were a train required to stand at one of the signals, it would block the crossing. As the line would be dualled, there is a risk that a pedestrian attempting to cross the line here, by walking behind the train, could step out into the path of an oncoming train worse, a pedestrian may be tempted to try to pass beneath a stationary train.. Therefore, the closure of this crossing is proposed as a matter of public safety.
- 6.3 In this location the proposals provide for a diversion of Gun Lane via footcrossing No. 24. Footcrossing No. 24 is to be relocated under the proposals. This is to allow for an improvement to the manoeuvring space

for horses and riders approaching the crossing from both sides of the railway.

- 6.4 It is proposed that the diversion on the southern side of the railway uses the footpath that connects Gun Lane to footcrossing No. 24 south of the railway (Footpath 33 Trimley St Martin). This will avoid creating a new unnecessary path.
- 6.5 It is proposed to reclassify the whole of Gun Lane as a bridleway including the route of the diversion via footcrossing no. 24. At present it is a Road Used as a Public Path. The reclassification would not affect the use of the path save that it benefits all excepting users of motorised vehicles.

7 ALTERNATIVE CROSSINGS (FOOTBRIDGES AND UNDERPASSES)

7.1 FDRC considered the provision of Footbridges within the Branch Line Scheme

7.1.1 Two objectors, Trimley St Martin Parish Council (Obj 31) and the Ramblers Association (Obj 6) have suggested that a footbridge should be provided at Thorpe Common footcrossing. It is not considered appropriate to build footbridges at Thorpe Common footcrossing, Croft footcrossing or Gun Lane level crossing for the following reasons:

7.1.1.1 Footbridges are large structures, 6.7m high by 47m in length by 26m in width. A structure of this size would be out of character and may be controversial in an area where it would be visible from the Area of Outstanding Natural Beauty.

7.1.1.2 In relation to the three crossings proposed to be closed, Croft footcrossing, Grimston Lane and Gun

Lane footcrossing have commodious diversions nearby. In the case of Croft footcrossing, this is not well used. Further the same considerations as to the visual impact of footbridges apply equally to these crossings as to Thorpe Common footcrossing.

7.1.1.2.1 The proposed works would extend Thorpe Common footcrossing by 3m and install a proper walkway, which would allow users to cross quickly and safely.

7.1.1.2.2 The removal of styles and replacement with gates would enable more people to use the crossing more readily.

7.2 FDRC also considered the provision of underpasses within the Branch Line Scheme.

7.2.1 One Objector, Suffolk Coastal District Council, has requested that FRDC address the viability of constructing underpasses at the sites of the proposed stopped up crossings.

7.2.2 Three locations have been identified where alternative crossings or crossing closure may be required (Table 1 below).

Name	Existing Crossing Type	Location	Current Proposal
Croft	Footcrossing	80 M 39 Ch	Closure
Grimston Lane	Footcrossing	81 M 47 Ch	Closure and diversion
Gun Lane	User Gated Level (Occupation) Crossing	82 M 01 Ch	Closure and diversion

Table 1: Foot crossing Locations

7.2.3 In engineering terms the provision of underpasses is possible in each of these locations, however this is not considered viable or

proportionate in the context of the project, for the reasons set out below:

- 7.2.3.1 As changes to the rights of way network are not material and safer and commodious routes, are proposed, the construction of underpasses is not necessary;
- 7.2.3.2 The construction of an underpass would require land outside that for which the current application provides. This would delay the branch line project and the Felixstowe South Reconfiguration;
- 7.2.3.3 The construction of such works would have the potential to cause disruption to the operation of the branch line. As such the risks associated with their provision outweighs the benefit of their construction;
- 7.2.3.4 The construction costs alone associated with providing underpasses are estimated to be up to £5.25m. These costs would be disproportionate to any benefits secured;

In conclusion the requirement to provide underpasses at these three sites is not considered necessary, appropriate or proportionate within the context of the current project.

8 CONCLUSION

8.1 At Croft footcrossing HPUK has safety concerns that require the stopping up of the footcrossing and the closure of sections of footpath between FP8 Trimley St Martin and FP2 Strattonhall.

8.1.1 The Croft footcrossing is not well used;

8.1.2 There are other, more attractive, safer, and better-used footpaths and circular routes for recreation in the area; and,

8.1.3 There is a commodious alternative to the proposed closed footpath nearby.

8.2 At Grimston Lane the road needs to be re-aligned as part of the Branch Line scheme in order to improve the safety of the road junction with Thorpe Lane close to the level crossing. This proposal has not met with any objection.

8.3 The benefit, in noise terms, of stopping up of Grimston Lane level crossing in order to remove two whistleboards, outweighs the inconvenience of the diversion to Thorpe Lane for pedestrians.

8.4 At Gun Lane level crossing there are safety concerns that require the closure of the footcrossing.

8.4.1 There is a suitable alternative crossing within a short distance of Gun Lane level crossing.

8.4.2 The FP24 level crossing would be upgraded to a crossing suitable for Horse Riders, Cyclists and Pedestrians.

8.4.3 It is proposed to reclassify Gun Lane as a bridleway. This would provide a route for horse riders, cyclists and pedestrians free from motor vehicles.