

**THE NETWORK RAIL (ESSEX AND OTHERS
LEVEL CROSSING REDUCTION) ORDER**

**STATEMENT OF COMMON GROUND
BETWEEN
NETWORK RAIL (NR) AND ESSEX COUNTY
COUNCIL (ECC)**

Rule no.	17
Author	Network Rail
Date	October 2017
Revision number	1.0



[this page left intentionally blank]



Contents

- 1 Introduction**
- 2 Matters agreed**

1 Introduction

- 1.1 This Statement of Common Ground (**SOCCG**) has been prepared in respect of Network Rail Infrastructure Limited's (**NRIL**) application to the Secretary of State under the Transport & Work Act (the **Act**) for powers to close or downgrade a number of level crossings across the county as part of a Network Rail programme to reduce risk on the railway (the **Application**). The proposed works in this Application are within the Counties of Essex and Hertfordshire, the Unitary Authority areas of Thurrock and Southend-on-Sea, and the London Borough of Havering.
- 1.2 The purpose of the Order is to close or re-designate the status of a number of level crossings (the **Order**).
- 1.3 This particular SOCCG is focused on the works proposed at the level crossings that fall within the administrative boundaries of Essex County Council.
- 1.4 Essex County Council (**ECC**) is the Highway Authority for the administrative county of Essex and is impacted by the Order through the amendments of the Public Rights of Way (PRoW) network, related changes to the road network, and concerns over the alternative routes proposed for its users.

2 Matters agreed

- 2.1 NRIL has had a line of communication with ECC during the project development of the Essex and Others Level Crossing Reduction Order through to the TWAO application. These meetings have enabled an exchange of views and information between ECC and Network Rail.
- 2.2 NRIL recognises the importance of the PRoW network and has aimed to minimise the adverse impact to current or potential users through the provision of diversionary routes.
- 2.3 **IT IS AGREED** that the Order would result in an increased maintenance burden on the Highway Authority through the provision of new PRoW and additional highway assets. Therefore, NRIL and ECC have agreed to develop a framework for calculating commuted sums for the net additional network and assets created ("the framework") to enable the Highway Authority to effectively operate, inspect and maintain the additional PRoW network and road assets..
- 2.4 **IT IS AGREED** that, subject to work being carried out in compliance with the ECC Master Folio of works standards and the framework being agreed to the reasonable



satisfaction of the Highways Authority, ECC supports the proposed works that NRIL is seeking powers to carry out at all sites **except** for those cited in 2.7 below.

2.5 **IT IS AGREED** that some of the proposed diversions are not acceptable to ECC on grounds of safety, loss of amenity and inconvenience to the users of the network, those sites are:

E30	Ferry
E31	Brickyard
E38	Battlesbridge
E43	High Elm
E48	Wheatsheaf
E51	Thornfield Wood
E52	Golden Square

2.6 **IT IS AGREED** that the current status of the crossings detailed with the NRIL Order plans is correct.

