



Mr R Holland
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Network Rail
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21 November 2018

Ref: Obj/30

Dear Mr Holland

The programme officer has passed us a copy of your letter dated 16 November 2018 (a copy of which is enclosed). We thought it would be helpful to address the three additional concerns raised in your letter before the crossing is dealt with at inquiry and we respond to each point in turn below:

1. This concern is understood to relate to the proposed new footpath to the east of the A13 to the point where it connects into the retained part of footpath 32 passing over the A13 to the wider public rights of way network to the west of the A13. Under the Transport and Works Act 1992, Network Rail is required to provide a suitable and convenient replacement for the existing users of the level crossing unless it can satisfy the Secretary of State that an alternative route is not required. The proposed new footpath would bring users to the same point that they would reach if they had crossed over the level crossing using footpath 32 today. There is no requirement to provide a new route across the A13, or to improve the existing route across the A13, as this is not affected by the proposed extinguishments under the Order. Any works to provide a new pedestrian route over the A13 in this area would be for the Highway Authority (Thurrock Council) to consider.
2. The purpose of this project was to identify level crossings that could be closed without provision of new infrastructure across the railway, by diverting users to an existing, alternative, crossing point. . An accessible footbridge would, if it could be accommodated on site, be expected to have a price tag of £3–4M as a minimum. A stepped footbridge, could cost in the region of £1M. An underbridge would likely involve even greater costs.
3. The stepped access to the west of the railway would be located near the north east quadrant of the roundabout of the Stamford le Hope interchange. The steps would traverse the embankment which supports the exit slip road from

the south-westbound carriageway of the A13. The stepped access to the east of the railway would be located to the east of the railway bridge parapet on the eastbound carriageway of The Manorway.

Part of the design work carried out involved assessment of the existing topography using LIDAR data.¹ From the LIDAR data, it was determined that it is feasible to provide stepped access at these locations.

On the west side of the railway bridge the level difference is approximately 5.7m.

On the east side of the railway bridge the level difference is 6.5m.

Steps will be in line with *Inclusive mobility* (extracts of which have been submitted to the inquiry with reference *NR137*) with a maximum of 12 risers in a flight and landings at least 1200mm long to provide resting places between successive flights. Risers (i.e. the vertical height difference between steps) will be between 100mm and 170mm and treads between 250mm and 300mm. The relevant extract of *Inclusive mobility* has been submitted to the Inquiry (Ref: *NR-137 Extract from Inclusive mobility*).

In line with the guidance in *Inclusive Mobility* and having regard to the level differences which need to be overcome in this location, it is likely that which means 3 flights of 12 steps would be provided on the west side of the railway, and 4 flights of 10 steps on the east side of the railway.

Section 5 Design Freeze Proposals of NR12 Design Guide shows S2 timber steps have been indicated in this location. As discussed previously in the Inquiry, S2 type steps will be built into the embankment (as opposed to Type S4 steps where minimal disturbance to the ground is required). For further details about the Types of steps considered refer to Section 2.6 of *NR12 Design Guide*. The final specification and choice of materials will be considered at detailed design and will be subject to agreement with the Highway Authority as part of the certification of the diversion route.

We hope that this response has provided sufficient clarity on the points made in your letter and has addressed your additional concerns regarding this level crossing. Meanwhile, if you require further information please do not hesitate to contact me by email on AngliaLevelCrossings@networkrail.co.uk or on the address above.

Yours sincerely

¹ LIDAR - Light Detection and Ranging, is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the Earth. Mott MacDonald have used a mixture of Environment Agency information, which can be obtained free from <https://data.gov.uk/dataset/lidar-composite-dtm-1m1>, and purchased data from other sources where no free data existed.



Elizabeth Noonan
Anglia Level Crossing Reduction Team
Network Rail

Enc. Copy of your letter dated 16 November 2018

Cc. Joanna Vincent, Programme Officer