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Network Rail
Town Planning Team
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4th February 2014



Dear Mr Cronin,

Planning Application Y/99/13 - Land to the North & East of St Mary's Church, Yapton

Thank you very much for consulting with Network Rail in regards to application Y/99/13 – Land to the North & East of St Marys Church, Yapton.

Network Rail object to the planning application Y/99/13. This decision has been made following internal consultation with Network Rail's local Level Crossing Manager who is responsible for Yapton and Ford level crossings.

Please see below the reasons for this objection;

- Yapton (Automatic Half Barrier) Level Crossing (LC) is located north of the application site on North End Road /B2132. Ford (Full Barrier CCTV) LC is located to the north east of the application site on Ford Road.
- The application site is connected to the A27 (Arundel Road) which is located to the north of the site by North End Road /B2132. Vehicles from the site will predominantly have to use Yapton LC to access the A27 (Arundel Road). The alternative route to the A27 will require vehicles to use Ford LC. The A27 is part of the strategic road network and provides connections to larger urban areas such as Chichester and Porstmouth.
- Network Rail is concerned that the extra traffic created by the proposed 250 dwelling development will have an impact on the operational risk at Yapton LC.
- Following the identification of safety risks at Yapton LC, which included issues associated with HGV turnings movements to and from the Lake Lane which is immediately adjacent to the crossing, the Office of the Rail Regulator (ORR) issued Network Rail with an improvement order. This has resulted in a 30mph 'Temporary Speed Restriction' (TSR) being applied to trains running in both directions through the crossing. The TSR which aims to help mitigate the safety risk at the crossing will remain in place until a permanent solution is found. The applications Transport Statement does not seem to reflect any of the incidents that have taken place that have resulted in the TSR being issued.

- As a result of the current operational risks at the Yapton LC, discussions are currently taking place between Network Rail and West Sussex County Council. The aim of the discussions is to identify potential solutions to resolve help address the ongoing issues at the level crossing.
- One option is to upgrade the crossing to a full barrier crossing, if this upgrade is introduced, queues and waiting times are likely to increase dramatically as the downtime at the crossing will be increased. The increase in traffic from the proposed development will add to potential queuing related issues. An increase in queue length and longer queuing time will also affect traffic wishing to turn right from Lake Lane. This is likely to lead to an increase in misuse and red light jumping.
- The applications associated Transport Statements states that the downtime at the crossing in the peak hour is approximately 15 minutes, however if the crossing is upgraded to a full barrier, the barriers will be down for a longer period, especially in the peak hours where they will potentially be down for 40-45 minutes.
- The applications associated Transport Statement does not appear to produce any figures indicating the level of traffic entering or leaving Lake Lane. Although some of this traffic does not actually traverse Yapton LC, it does have a direct impact on the level crossing.
- The operation of Ford LC cannot be compared to that of Yapton LC. Ford LC is manually controlled by a signaller, with the barriers being lowered for each train of between 2-3 minutes. Given the train service per weekday is approximately 300, with a maximum of 20 between 17.00 and 18.00, this means that the signaller is likely to route more than one train per barrier lower, indeed this could sometimes be 3, 4 or 5 trains on one barrier lower. In contrast, Yapton LC barrier is automatically controlled by the approaching train(s).

In conclusion, it is Network Rail's opinion that the development would lead to an increase in operational risk at Yapton LC, considering that the crossing is currently experience significant safety issues and is subject to a TSR Network Rail therefore objects to the planning application.

Yours sincerely

Elliot Stamp

Town Planning Technician

