

24 January 2019

Rob McIntosh
Route Managing Director LNE & EM
Network Rail Infrastructure
Network Rail, Floor 4B
George Stephenson House
Toft Green
YORK
YO1 6JT

Dear Mr McIntosh

Proposed closure: Suggitt's Lane Level Crossing

Thank you for your letter of 22nd January 2019.

I note your remarks and naturally share your concerns over public safety.

As you rightly point out, the proposed closure of this level crossing will have a huge impact on the local community and those wishing to access the resort from that area.

Clearly I must rely upon your statistical analysis but would challenge if the data is sufficient to warrant closure.

You state that over the last 10 year period there have been 15 reported near misses, equating to 1.5 reported near misses each year.

You then go on to state that the level crossing is used by some 570 pedestrians and cyclists per day. This equates to over 208,000 crossings per year.

With 1.5 near misses occurring over the same period it seems that from a purely statistical analysis the case has not been made out for closure.

I would also state that this particular level crossing is only several hundred metres from Cleethorpes railway station and therefore the speed of approaching or departing trains is necessarily restricted and certainly they do not reach speeds of 60mph as you suggest.

I also note that this appears to be the only level crossing serving the Cleethorpes and resort area and I would be absolutely dismayed to see it close.

I note that Network Rail have a published methodology to assess the case for closure of level crossings and a Level Crossing Risk Reduction Fund in order to achieve risk mitigation where closure is not possible (or presumably desirable). I wonder if you are willing to share your feasibility study that apparently supports the proposal?

I would respectfully suggest that whilst a position of no near misses would be preferable, that to help us to that position, more risk mitigation measures are adopted in order to alleviate the perceived problem:

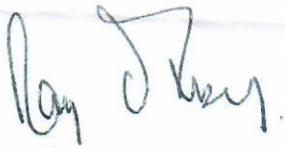
- More blatant signage;
- Warning lights;
- A review of the current barrier system;
- Mandatory use of train horns or sirens.

All these measures appear on the public guidance issued by Network Rail educating the public as to how such a level crossing operates.

In the circumstances I would like to see these measures implemented and trialled rather than closing what is clearly a regularly used and valued facility.

If the above suggestions could be explored then I'm only too willing to meet with you with relevant officers.

Yours Sincerely



Cllr Ray Oxby
Leader
North East Lincolnshire Council



Cllr Matthew Patrick
Portfolio Holder for
Environment, Transport and Energy

