

An example of a rail crossing order– Parish of Wistanstow FPUN9 (part)

OFFICIAL

REQUEST FOR A RAIL CROSSING DIVERSION ORDER TO BE MADE UNDER SECTION 119A OF THE HIGHWAYS ACT 1980 (INSERTED BY THE TRANSPORT AND WORKS ACT 1992)

Network Rail hereby submit a Rail Crossing Diversion Order application under the legislation above.

OBJECTIVE

The greatest hazards for rail crossing users at this location is a freight or other type of train being stalled or otherwise stationary in what is known as the 'Down Loop' (rail 3). This obscures the view of fast trains from the south (right-side) direction on the 'Down' mainline.

The application is in tandem with a planning application to install a Fibre-reinforced Polymer footbridge which will direct/divert the existing legal line of footpath 50 Wistanstow, where it crosses the line at the public footpath crossing known as Wistanstow 50, over and across the footbridge.

Documents submitted:

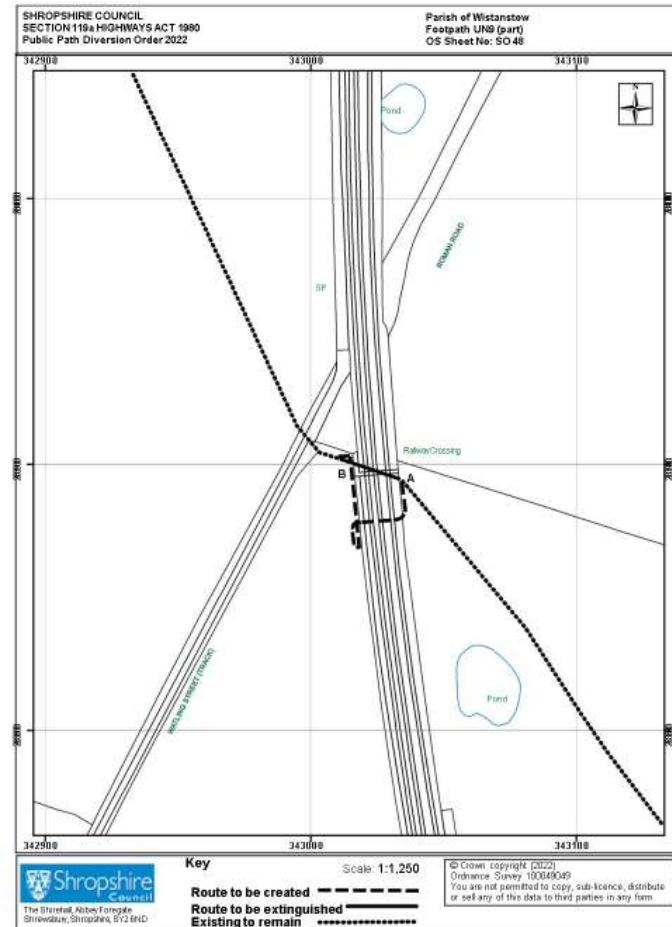
- Application under Section 119A Highway Act 1980
- Reasons for requesting Rail Crossing Diversion Order
- Proposed Order Map (shown within current RTRA s14 Notice)
- Diversity Impact Assessment dated 6th June 2017
- Proposed FRP footbridge elevation location plan
- Ecology Survey Report dated 2nd February 2020
- Land Registry MapSearch updated 4th February 2022
- Narrative Risk Assessment dated 20th January 2022



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- Footpath UN9 crosses the main Shrewsbury Hereford railway line.
- The line includes a 'loop' rail (line 3) for stabling freight trains.
- Application to divert under S119A.
- To remove the risk to members of the public encountering high-speed trains.
- Associated Planning application for the erection of an innovative and low-cost Fibre Reinforced Polymer footbridge (FRP) in place of the existing rail crossing as part of the order.

Before







Reasons

Approximately 90 trains use the line daily.

Speeds up to to 90mph through the crossing.

Traverse time was calculated at 11.35 seconds for able bodied people with sighting times (from when you first view a train) as low as 4.47 seconds.

Freight trains can be held in the halt / loop whilst waiting for other trains to pass.

These sit on the crossing and users have allegedly been inclined to crawl under or around these waiting trains to get across the railway.

The Application

Documentation submitted by Network Rail as part of the application

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After

Footpath UN9(part)

Footpath UN9(part)

Wistanstow



