



# UFFORD PARISH COUNCIL

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Wednesday, 20 February 2019

FREEPOST  
S2C Consultation

Dear Sir/Madam,

**Re: Proposed closure of footpath between Ufford and Bromeswell**

With reference to the Sizewell C Stage 3 Consultation, Ufford Parish Council would like to comment on the proposed closure of a number of rail crossings, in particular the crossing, technically in Bromeswell, that would prevent residents using the paths Ufford 12 and Bromeswell 5A between the two villages (reference 9.18).

This particular path is heavily used by both Ufford and Bromeswell residents, especially by children visiting the 'Ufford Hole' lagoon in the summer and also by residents of Melton, Woodbridge, etc. and visitors to the area completing circular walks of this particularly attractive part of the County.

The consultation document suggests that these closures are being put in place due to safety concerns as the rail traffic will increase during the construction period. However, these crossings were much busier in the past and as far as we know there have never been any accidents, we have local knowledge of up to 60 years!. This stretch of track has clear visibility for as much as 1 Km in either direction and trains travel at relatively low speeds as the crossing is sandwiched between the Wilford Bridge and Ufford-Eyke road crossings.

In addition to our objection to the closure of this crossing, we would be grateful for answers to the following questions:

1. What was the Network Rail safety/risk score when there were two tracks?
2. What is the current Network Rail safety/risk score?
3. What will the Network Rail safety/risk score be should the 'Rail' option for the construction of the power station be?
4. What is the meaning attached to these scores by Network Rail?

We would also like to know why you have concluded a full closure is the best option? If there are genuine concerns for safety, could not 'mini stop lights' or an 'automated crossing' be a suitable alternative option?

Furthermore, we would request details of where the crossing figures were obtained. It is our estimate that many more walkers use this path on a daily basis. We were also advised at the recent SCC/SCDC Joint Town and Parish Councils conference that SCC Highways have also questioned your statistics.

We have studied each of the five diversions suggested by yourselves but consider each unworkable for the following reasons:

- Options 1, 4 and 5 are fundamentally less safe as walkers will be forced to walk along the highway which is used by many vehicles including tractors with trailers from local farms, travelling at high speed. There will almost certainly be increased use of this “rat run” route between the A1152 and B1438/ A12 due to increased road traffic relating to Sizewell C construction. The suggested alternative path is also much less scenic as it goes parallel to the railway line;
- Option 2 will not work as the proposed passage underneath the existing railway bridge over the Deben river/estuary will be flooded at anything other than a low tide. This option would also involve construction of multiple pedestrian footbridges to cross the branches of the River Deben before arriving at the railway bridge path; and
- Option 3 is completely unacceptable as the footpath link is severed.

In conclusion, we **strongly object** to the closure of this path and given the safety risk and impracticality of the options, it would be both practical and economic to upgrade crossing warning systems across the existing footpath, if that is deemed necessary.

Yours faithfully,

*J Hallett*

Judi Hallett  
Clerk to Ufford Parish Council

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