

**From:** [iwardle@blueyonder.co.uk](mailto:iwardle@blueyonder.co.uk)  
**To:** [Paulson, Ros](#)  
**Subject:** RE: Ramblers: Consultation regarding a proposed Rail Crossing Diversion Order - Highways Act 1980 Section 119A - Diversion of an unrecorded public footpath that links Footpath Poulton-le-Fylde 4 with Holts Lane, Wyre Borough.  
**Date:** 13 June 2019 15:07:45

---

Good afternoon Ros,

Thank you for contacting me.

Although the Ramblers do not have a specific policy on this issue, I thought it might be helpful to outline a few points that you might like to consider.

The Ramblers are dedicated to making walking and the enjoyment of the outdoors accessible to all, including those who currently have the least opportunity to walk. We want Britain to be a place where as many people as possible choose to go walking and where it's easy and enjoyable to do so, whether in rural or urban areas. We support work to make all walking environments more accessible to people with limited mobility and wheelchair users.

With that in mind, the proposals for the diversion – particularly the introduction of steps – would represent a new barrier for some where there hadn't been one previously. In particular I'm thinking of wheelchair users, older people or those with pushchairs.

Furthermore, as a public body, Network Rail have a duty under the Equalities Act 2010 to consider all individuals when carrying out their day-to-day work – in shaping policy and in delivering services. So while the email mentions the viability and costs of ramps, perhaps there is a question over the extent to which they have considered this in their proposal, and alternative routes in the vicinity for those who would be no longer able to exercise their rights of access because of the introduction of the steps. If the proposed bridge with steps was allowed then a person unable to cross the bridge would then have to make a 1 mile detour via Garstang Road to get to the other side!

We welcome moves to make level crossings as safe as possible through education, improvements to crossing approaches (e.g. better sight-lines, gates and other barriers), and the provision of warning lights and alarms.

I hope these points are helpful.

Regards,

Ian

---

**From:** Paulson, Ros <Ros.Paulson@lancashire.gov.uk>  
**Sent:** 03 June 2019 15:07  
**To:** [iwardle@blueyonder.co.uk](mailto:iwardle@blueyonder.co.uk)  
**Subject:** Ramblers: Consultation regarding a proposed Rail Crossing Diversion Order - Highways Act 1980 Section 119A - Diversion of an unrecorded public footpath that links Footpath Poulton-le-Fylde 4 with Holts Lane, Wyre Borough.

Good afternoon Ian,

Lancashire County Council have received an application from Network Rail to divert the part of a public footpath in connection with their proposal to replace the Holts Lane Level Crossing with a stepped footbridge. The footpath is located adjacent to Unit 36, Aldon Road, Poulton Industrial Estate, Poulton-le-Fylde, FY6 8HP.

Holts Lane Level Crossing is a public footpath level crossing on the Preston to Blackpool line, positioned between a residential street on a housing estate, to the west side of the railway and Poulton Industrial Estate to the east. The crossing is accessed by means of kissing gates on either side and comprises a wooden deck with nailed on anti-slip material. There are Stop, Look and Listen boards but no other forms of warning or protection for members of the public. There have been eight reported incidents of near misses recorded at Holts Lane level crossing between 2004 and 2017. In addition, during the census period there was one misuse event recorded when a male sprinted over the level crossing as an oncoming train approached. He crossed with seconds to spare before the train passed.

This section of railway is twin tracked and the line is now electrified as part of Network Rail's Northern Hub transport improvement programme. As a result of the electrification works, the minimum sighting distances can no longer be achieved looking up and down the line due to the stanchions and other infrastructure has been erected to support the overhead power lines. The stanchions have a limited separation distance that could negatively impact on sighting distances and it is also highly likely that a train stopped at a signal could straddle the level crossing.

For those reasons, together with the increase of frequency of services and longer trains means some method of mitigation is required to reduce the risk to users of the level crossing. Network Rail have explored all alternative options for a permanent means by which the risk can be removed and it seems that the only feasible option is to close the level crossing and provide a new stepped footbridge.

A copy of a location plan and the draft order map illustrating the diversion proposal are attached. The route proposed to be diverted is marked by a bold black line A-B and the proposed alternative route is marked by a bold dashed line A-C-D-E.

The outline design for the structure, for which Wyre Borough Council have granted planning permission, shows a 2 metre wide footbridge, approximately 6 metres from the ground which will be accessed by 3 flights of approximately 10 steps each side. There would not be any gates or barriers on the footbridge, or on the access from either side.

Wherever possible Network Rail provides a ramped access to a footbridge in addition to steps. However, they have advised that in this location it is not considered feasible due to the limited space available between the buildings on either side of the railway and the length of the ramps (approximately 400 metres), that would be needed to gain the necessary height to cross over a gas overhead pipeline that is located to the south of the crossing. Considerable third-party land purchase on both sides of the railway would be required to accommodate the ramped element of the structure which would directly impact adjoining business properties bordering the railway and the adjacent residential area. A large ramped structure would also have a negative impact

on the adjacent resident's views and on their privacy.

There is one further issue to consider, in that Network Rail would have to justify the higher financial outlay of public funds for the provision of a structure with ramps. They have secured £1.5M funding for a stepped footbridge in this location. The likely cost of a ramped footbridge would be in the region of £3.5M, due to the cost of purchasing the additional land that would be needed and the materials needed to build a substantially larger structure.

It is the intention that this diversion proposal will be considered at the 26 June 2019 Regulatory Committee meeting. It would therefore be of assistance if I could learn the views of the Ramblers on or before 24 June 2019, in particular whether your group would have any comments or objection to the proposed diversion. Please do not hesitate to contact me should you wish to discuss the matter, require further information or require longer to consider the proposal.

Please note that the information supplied will be used in accordance with the processes under statute. As such, it will not be confidential and may be disclosed to third parties.

Kind regards,

**Ros Paulson**  
Senior Public Path Orders Officer

Public Rights of Way  
Planning and Environment  
Lancashire County Council  
County Hall,  
Preston,  
PR1 0LD

07917 836628  
[www.lancashire.gov.uk](http://www.lancashire.gov.uk)  
[ros.paulson@lancashire.gov.uk](mailto:ros.paulson@lancashire.gov.uk)

---

\*\*\*\*\*

This e-mail contains information intended for the addressee only.

It may be confidential and may be the subject of legal and/or professional privilege.

If you are not the addressee you are not authorised to disseminate, distribute, copy or use this e-mail or any attachment to it.

The content may be personal or contain personal opinions and unless specifically stated or followed up in writing, the content cannot be taken to form a contract or to be an expression of the County Council's position.

Lancashire County Council reserves the right to monitor all incoming and outgoing email.

Lancashire County Council has taken reasonable steps to ensure that outgoing communications do not contain malicious software and it is your responsibility to carry out any checks on this email before accepting the email and opening attachments.

**From:** [Jenny allen](#)  
**To:** [Paulson, Ros](#)  
**Subject:** PNFS: Consultation regarding a proposed Rail Crossing Diversion Order - Highways Act 1980 Section 119A - Diversion of an unrecorded public footpath that links Footpath Poulton-le-Fylde 4 with Holts Lane, Wyre Borough.  
**Date:** 20 June 2019 17:06:12

---

Hi, thank you for this consultation information.

I have carefully considered the proposal and looked at the site. PNFS has no objections to this footbridge and can see the rationale for it on safety grounds.

Whilst it would be preferable to have ramped access, PNFS understands the reasons why this is not possible in this case.

Kind regards

Jenny Allen

On behalf of Peak and Northern Footpaths Society