

Order Decision

Inquiry opened on 13 December 2016

by Peter Millman BA

an Inspector appointed by the Secretary of State for Environment, Food and Rural Affairs

Decision date: 4 January 2017

Order Ref: FPS/Q1770/3/5

- This Order is made under Section 118A of the Highways Act 1980 ("the 1980 Act") and is known as The Hampshire (East Hampshire District No. 7) (Parish of Buriton – part of Footpath No. 3) Public Path Extinguishment Order 2015.
- The Order is dated 13 August 2015 and proposes to extinguish part of a footpath as shown on the Order Map and described in the Order Schedule.
- There were thirty-three objections outstanding when Hampshire County Council submitted the Order to the Secretary of State for determination.

Summary of Decision: I have confirmed the Order.

Procedural matters

1. An order to extinguish the path was made in March 2015. There were objections and it was submitted to the Planning Inspectorate. The order plan was flawed, so the order was returned to the County Council, which made a second order in the same terms. Objections to the first order were carried over to the second order, made in August 2015, which is the one before me. I have considered the carried-over objections as well as those to the current Order in coming to my decision.
2. The County Council, although stating that it was justified in making the Order, took a neutral position with regard to its confirmation. In its statement of case it wrote that it believed that the Order should not be confirmed without further investigation of the options to make the crossing safe, and without further investigation of alternative routes. I pointed out at the inquiry that my role was not an investigative one and it was not for an inspector actively to investigate options and alternatives. My decision would be based on the evidence that was brought to the inquiry; I would not seek out evidence.

Main issues

3. The Order was made by the County Council because it believed that it was expedient in the interests of the safety of members of the public using, or likely to use, the footpath rail crossing at Buriton that it should be stopped up.
 4. The Order cannot be confirmed unless I am satisfied that it is expedient to do so having regard to all the circumstances (section 118A(4) of the 1980 Act). In particular I must consider whether it is reasonably practicable to make the crossing safe for use by the public (if it is not currently safe), and what arrangements have been made for ensuring that, if the Order is confirmed, any
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appropriate barriers and signs are erected and maintained. Guidance in Circular 1/09, paragraph 5.49, suggests that 'all the circumstances' may include the use currently made of the existing path, the risk to the public of continuing such use, the effect that the loss of the path would have on users of the public rights of way network as a whole, the opportunity for taking alternative measures to deal with the problem, such as a diversion order or a bridge or tunnel, and the relative cost of such alternative measures.

Reasons

Background

5. Footpath 3 commences from the High Street in Buriton and runs over a made-up surface which is also the vehicular access to the Village Hall. It continues through the Hall car park and then, in a south-westerly direction, gradually uphill along the edge of the village recreation ground, passing a children's playground, towards the railway line. It passes through two gates as it approaches the railway, the first of which was installed by the Parish Council in 2008. This has a catch designed to be difficult for small children to reach. The second is a kissing gate which takes the path onto Network Rail Property. From there the path runs up a flight of 18 steps to the tracks. There are 'stop, look, listen' notices each side of the tracks, but neither barriers (apart from the gates) to control use, nor signals at the crossing (apart from the sounding of the train horn) warning of a train's approach. This sort of crossing is known as a 'passive' crossing. After traversing the double tracks on a non-slip surface, the path continues through two more gates into woodland. It then runs uphill for about 30 metres to join Bridleway 4. In this area there are extensive disused chalk pits, now a visitor attraction, which were worked until the 1960s.
6. The Order, if confirmed, would extinguish public rights across the railway and also the short stretch south-west of the railway as far as the junction with Bridleway 4. The Order plan (copy attached to the end of this decision) shows two alternative routes which could be used if the path was extinguished. All parties agreed that the route via Kiln Lane, which is steep and has no footway, was not a suitable alternative for pedestrians. There were mixed views (considered below) about the route via South Lane and the bridleway.
7. The crossing was temporarily closed for a year in August 2015. On my pre-inquiry site visit I noted that the closure had apparently lapsed. On the first day of the inquiry Network Rail obtained a further temporary closure order.
8. Confirmation of the Order was supported by Network Rail, the Safe or Sorry Group (of local residents) and a number of individuals. Buriton Parish Council, the South Downs National Park Authority, the South Downs Local Access Forum, the Ramblers and a number of individuals opposed confirmation.

The safety of the current crossing and the risk to the public of continuing its use

9. Some of the language used by Network Rail in the written material provided to me suggests that its attitude is that a passive crossing of a working railway cannot be safe. For example its Statement of Case paragraph 9.9 states: *passive crossings can be judged as having an unacceptable level of risk to users*. Network Rail certainly aims to close all passive crossings eventually, but it is clear that I should proceed on the basis that a passive crossing is capable

of carrying a level of risk which is acceptable and which could lead to a decision not to confirm an order to close it.

10. The concept of safety can be considered subjectively as well as objectively. Individuals' views, at the inquiry, of whether the crossing was safe varied greatly, although the facts on which their views were based were similar, if not identical. What is generally considered to be an acceptable or reasonable level of safety can change gradually over time, and it seems clear that a situation that might have been considered acceptably safe 50 years ago might not be acceptable now.
11. Some objectors considered that, since there had been no fatalities or injuries to people at Buriton crossing during its 162 year history, it must be safe. Other objectors, however, conceded in cross-examination that they would not be happy for young or unaccompanied children or other vulnerable people to use the crossing. Mrs Newby, representing Buriton Parish Council, said that she would probably not allow primary age children to use it. She agreed in cross-examination that she did not criticise the County Council for making the Order, and that the crossing was not as safe as it could be. The Parish Council's closing submissions emphasised the view that the crossing was safe 'if used correctly'. Another objector would only let children use the crossing if they were properly trained and responsible. The representative of the Ramblers said that she would not let the 'little ones' use the crossing. The representative of the South Downs Local Access Forum said that 6 to 10 year olds should not be on the crossing unsupervised. A census of use carried out in October 2013 by Network Rail using motion-activated cameras (see further below at paragraph 23) recorded 29 unaccompanied children using the crossing in a 21 day period. Local people who supported confirmation of the Order were clear that they did not consider the crossing safe, particularly for children.
12. A public level crossing is a public highway; although it is possible to make access difficult by positioning catches on gates which cannot easily be reached, it is not possible lawfully to prevent or forbid access to any pedestrian, whether child or vulnerable adult, who wants to use it. The inquiry heard, for example, from a representative of the local Walk for Health group that groups of up to 30 people, including those in their eighties, used the crossing when it was open.
13. Immediately to the north-east of the crossing there is a recreation ground which includes a children's playground. Immediately to the south-west of the crossing are the old chalk pits which, it was not disputed, were played in by children. Counsel for one of the supporters of the Order, whose property abuts one side of the recreation ground, put it to Mrs Newby that by erecting extra gates in addition to those placed there by Network Rail, the Parish Council was acknowledging that the crossing was attractive to children. She answered that she supposed so.
14. I accept that there have been no reported injuries or fatalities at the crossing in the past 162 years, but that statistic does not take account of the increase in rail traffic over that time, the decrease in the noise emanating from an approaching train, general increases in the speed of trains or the changing habits of crossing users such as the use of headphones. The level of risk of an accident may currently be much greater than it has been in the past. I conclude from the material considered in the previous three paragraphs that many local people, even if they object to confirmation of the Order, do not consider the crossing to be reasonably safe for all users.

15. Turning to more objective measures of safety and risk, Network Rail uses a risk assessment tool known as ALCRM – the All Level Crossing Risk Model – to inform its view as to the safety of, and the risk associated with, a particular crossing. The tool comprises two elements, a quantitative assessment and a 'Narrative Risk Assessment', compiled by the local crossing manager, which one witness for Network Rail described as their 'bread and butter'. The use of ALCRM enables Network Rail to rank crossings according to their relative risk. Buriton is ranked as 'C4', which is fairly high compared with most other passive crossings (26th of 162 footpath/bridleway crossings on the Wessex route), though the absolute risk, if quantified, might not appear to be particularly great.
16. The use of ALCRM, which a well-qualified expert witness for one of the supporters described as the best risk assessment model he knew, was not criticised by objectors, although some questioned elements of the data provided for it. Its use is supported by the Office of Rail and Road and the Rail Safety & Standards Board.
17. Among the factors which are considered in compiling an ALCRM ranking is the time taken for an average person to cross the tracks from the point at which a decision is made to do so. Although the theoretical speed limit at Buriton crossing is 85mph, in practice trains do not go faster than 60mph. If at 60mph the time taken for a train to get from the point at which it is first visible to the crossing is less than the time it would take a pedestrian to cross, the 'sighting distance' is deemed to be inadequate, and warning of a train's approach must be supplemented by the driver sounding the train horn, which he or she does when the train passes a 'whistle board' by the side of the track. Horns are not sounded between 11 at night and 7 in the morning.
18. At Buriton the track curves, and there is a tunnel not far south of the crossing. Sighting distances are inadequate even for a train speed of 60 mph. The required distance at that speed and for the length of crossing is 229 metres. The actual sighting distance is 200 metres in one direction and 159 metres in the other. It was not disputed that sighting in this location may be adversely affected by sun glare and fog.
19. Although there have been no recorded accidents, Network Rail has recorded a number of near misses over the last 20 years, as well as incidents of misuse of the crossing and trespass near the crossing, and the Safe or Sorry group has compiled a record of incidents at or near the crossing which involved local residents.
20. The County Council, in making the Order, had to consider the safety of people using, or likely to use, the crossing. In deciding whether to confirm it, I must consider all the circumstances, which in my view includes the safety, not only of those using the crossing in the expected manner, but also of those who misuse the crossing, for example children playing games on it, and those who trespass on the nearby lines, accessing them via the crossing. One of Network Rail's witnesses confirmed that incidents of trespass on railways in general occurred more frequently on stretches of line where there was a nearby level crossing.
21. Network Rail also noted that study of accidents at level crossings showed that they occurred most often to those aged between 10 and 19 and that the risk of an accident increased steadily with age for those over 60. I noted above the

significant number of unaccompanied children using the crossing, and that groups containing people in their 80s used it. One witness who gave evidence to the inquiry lived to the south-west of the crossing and had used it frequently to get to Buriton. He was in his late 70s, and, as was apparent at the inquiry, quite deaf.

22. I conclude from the matters discussed in the previous seven paragraphs that there is a significant, if not large, risk in numerical terms of an accident if the Buriton crossing is reopened. It would not be reasonably safe for all users, judged either objectively or, by many people subjectively, if re-opened as it is.

The level of use

23. The census of use referred to at paragraph 11 above showed that an average of 14 people each day used the crossing. October is regarded as a neutral month for traffic use surveys such as this. It is likely that use would be greater in the summer, particularly since the crossing is in the South Downs National Park, and less in the winter. Among the users photographed were those with dogs, children, and a cyclist carrying a bike. The average daily use may well have been slightly more than 14, but in any event it is clear that this was, when open, not a well-used crossing.
24. Each day, about 132 trains are timetabled to pass Buriton Crossing, although the number of trains actually passing is likely to be slightly greater because of out-of-service trains returning to a depot.
25. I was given no reason to suppose that use would differ significantly in the future were the crossing to remain open. The crossing is, or was, used both by local people, often exercising dogs, and people walking longer distances, perhaps as part of a visit to the National Park.

The risk to the public of continuing such use

26. If use continued at the level recorded in 2013 the risks would remain broadly the same, i.e. the crossing might be reasonably safe for a careful responsible adult, but not for children or other vulnerable users.

The effect that the loss of the path would have on users of the public rights of way network as a whole

27. Footpath 3 links Buriton High Street and the recreation ground with the old chalk pits immediately to the south-west of the railway, and the South Downs, including the Queen Elizabeth Country Park, further to the south west. For local people who live in the south and east of Buriton, there is an alternative route which is no longer, and in some cases shorter, than Footpath 3 to reach point A on the Order map. This route is via South Lane, under the railway and up Bridleway 4 (see map attached below). From the point on the High Street where footpath 3 leaves it to point A, the route via South Lane is not much longer – 186 metres. This extra distance is unlikely to be significant, other than for the few people who live to the south-west of the crossing and have used it to get to the village. The route via South Lane is not obviously less attractive visually; some people consider that the view of the church and the pond which it affords makes it more attractive.
28. South Lane is a cul-de-sac vehicular route. There are only four properties and a graveyard adjacent to it. It will therefore be used daily by occasional vehicles. It was said by one witness that when the A3 was blocked drivers

sometimes used it to try to get through because there was no dead-end sign at its start. Buriton Parish Council maintains that it is a 'hazard'. A hazard it may be, because its use must carry some level of risk, however small, but I do not consider that it could be called hazardous, i.e. fraught with risk or perilous. It should be remembered as well that footpath 3 is coincident with the narrow vehicular entrance to the Village Hall as well as some dwellings, and it crosses the Village Hall car park. Some people, as noted in the previous paragraph, thought that the alternative via South Lane was a much more attractive and user friendly (ignoring the crossing) route than Footpath 3. Others felt that the use of South Lane involved additional problems; for example if starting from the High Street by the beginning of footpath 3, a walker would first have to go downhill to the pond, so that there was a greater height to climb subsequently to reach point A via South Lane.

29. Some objectors argued that people living in the northern and western parts of Buriton, the most populous area, would be the most disadvantaged. They used to access the crossing by entering the recreation ground near the north-eastern end of Kiln Lane, and would have much further to go if they wished to use South Lane to reach the Downs. The shortest route, via Kiln Lane, was steep and dangerous, since it had no footway. I accept that Kiln Lane is not a suitable alternative, but, in the context of a walk of any significant length, the extra distance for them by using South Lane rather than crossing the recreation ground to Footpath 3 can be little more than minimal.
30. Mr Mullenger, for the South Downs Local Access Forum, argued that strangers to the area would be particularly disadvantaged. Because Footpath 3 to the north-east of the railway would not be extinguished by the Order, walkers using an Ordnance Survey map to navigate might not realise that the short section of Footpath 3 to be extinguished – about 55 metres – was no longer there (if the Order was confirmed) and walk from the High Street to the crossing before realising that they could not continue. They would then curse, he said, before retracing their footsteps. I accept that as a possibility for a few walkers, but do not consider that I should give the possibility any great weight. In any event if the County Council were to affix a notice to the sign-post for footpath 3 where it leaves the High Street, explaining that it was a cul-de-sac, and to erect a 'no through road' sign at the start of South Lane, the potential problems for walkers and for drivers turned off the A3 (paragraph 28 above) could easily be obviated.
31. A number of objectors argued that the permanent closure of the crossing would deprive villagers of a short circular walk from the High Street, via footpath 3, the crossing, bridleway 4 and South Lane. I acknowledge this to be the case, but do not consider that I should give it a great deal of weight when coming to a decision on whether the crossing should be re-opened.
32. Mr Mullenger argued, speaking for himself rather than for the Local Access Forum, that many ramblers, including him, avoided bridleways 'like the plague' and would prefer not to walk via South Lane and the bridleway. Again, I acknowledge that ramblers may feel this. In this case, however, to get to point A from the High Street if the crossing was closed would entail walking no more than about 70 or 80 metres on a bridleway which is wide and has a hard surface. I cannot, I consider, give Mr Mullenger's argument significant weight.
33. It was argued by the representative of the Walk for Health group (paragraph 12 above) that its members found the slope of the bridleway more daunting

than climbing the flight of 18 steps to the crossing when walking from the High Street to point A. Walking up a steep slope, it was said, was harder than walking up steps. That may be so, but I do not consider that this difference in effort may be given more than slight weight in support of the crossing being re-opened.

34. At the inquiry a witness produced a number of leaflets and booklets mentioning walks around Buriton, longer distance walks going through Buriton, and visitor attractions in Buriton such as the chalk pits. These leaflets were sponsored by a variety of organizations including the National Park Authority. None of the promoted walks suggested using footpath 3 and the crossing. Several suggested using routes incorporating South Lane and bridleway 4. It seems to me that this is suggestive, but with no great weight, that footpath 3 is not seen by such organizations as being of particular value as a walking route.
35. I conclude that the loss of the part of footpath 3 proposed to be stopped up would have a slight adverse effect on the public's enjoyment of the local footpath network, and less effect on the rights of way network as a whole, but that the adverse effect would not be sufficient justification to re-open the crossing as it is now.

Whether it is reasonably practicable to make the crossing safe

36. In this section I consider the measures that could be taken to improve safety at the crossing while still leaving it in place, for example by improving sight lines or installing warning lights.
37. Objectors suggested that changes or additions to the wording of track-side notices might make the crossing safer. An instruction to keep dogs on leads, and a warning that it is an offence to trespass on the railway, indicating the fine that might be imposed, were two of the suggestions. One objector suggested that the steps up to the crossing could be placed parallel to the tracks. The difficulty, it seems to me, with these and other suggestions, was that they were brought up at the inquiry when there was no opportunity for Network Rail to assess them. Had they been proposed when the County Council made the Order in August 2015 there would at least have been the chance for Network Rail's technical staff or other experts to evaluate their likely effectiveness. I cannot therefore give such suggestions significant weight.
38. Network Rail has considered a number of potentially available measures. Their relative cost, i.e. the cost compared with the benefit of keeping the crossing open, is something which Government guidance indicates I should take into consideration (paragraph 4 above). Network Rail also has a duty to manage public money effectively and responsibly. Some measures, for example improving sighting distances by reducing the curvature of the track, installing full barriers with CCTV monitoring, or reducing the speed limit past the crossing would clearly carry such significant costs in relation to the benefit to be given to the 14 or so people who use the crossing each day that they are not worth considering further. Others, such as the installation of certain additional level crossing warning systems, would be much cheaper.
39. To assess whether safety measures would be value for money, Network Rail uses cost-benefit analysis. Where the benefit to cost ratio is greater than or equal to 1, Network Rail considers that a positive business and safety benefit is established. Where the benefit to cost ratio is between 0.5 and 1 it is considered that a reasonable business and safety benefit has been established

where costs are not grossly disproportionate against the safety benefit. Where the ratio is between 0.5 and 0 it is considered that a weak safety and business benefit is established.

40. Network Rail assesses the benefit to cost ratio of extinguishing the crossing (cost estimate £20 000) as 3.31, and it is obvious that this is the most viable option as far as it is concerned. The two next lowest (0.34 and 0.33) are for creating a diversion route either on a boardwalk or by a retaining structure. Neither of these is an option for reasons other than, or in addition to, cost. The cheapest option considered by Network Rail, with a benefit to cost ratio of 0.11, is the installation of supplementary audible warning, at a projected cost of £10 000. This particular option, however, as with some others, has not completed Network Rail's product acceptance process, and could not, in any event, currently be utilised. Recognized in-use systems such as miniature stoplights (cost estimate £800 000) and a full barrier crossing (cost estimate £2m) give a benefit to cost ratio of 0.02.
41. Network Rail's evidence on the feasibility of improving the safety of the current crossing at Buriton was given by Mr S Kistruck, Director of Route Asset Management for Wessex. His evidence was very largely unchallenged, and drew two concessions from Mrs Newby, for the Parish Council. She accepted, first, that there were no technical solutions currently available (i.e. approved for use by Network Rail) for improving the safety of the crossing at a reasonable cost, and she noted that had Mr Kistruck been available at previous meetings where the crossing had been considered by the Parish Council, 'things might have been different', which I understood to mean that the decision of the Parish Council to oppose the closure of the crossing might have been different.
42. A clearer method of comparing benefits with costs than cost benefit analysis (as explained at the inquiry) was, in my view, the Planning Balance Sheet. This was an approach put forward at the inquiry by Dr S Atkins, a distinguished Transport Engineer and Planner and resident of Buriton. I need not set out this method of approaching the problem in detail, since it was not challenged by objectors. It avoids the need to value all impacts in monetary terms. The method identifies the issues, such as (in this case) accessibility, journey times, safety and infrastructure and maintenance costs, the people or organizations involved, such as Network Rail, the various local government authorities, users of the footpath and residents of Buriton. A 'planning balance sheet' is then produced. Dr Atkins' conclusion was that a central issue was the trade-off on the one hand between continued access for pedestrians, and on the other the safety of crossing users. The trade-off was stark, he asserted. If the extinguishment was approved there would be complete safety at the crossing but 14 people per day would have to walk an extra 186 metres. If the crossing was reopened 14 people a day would not have to walk this extra distance, but there would be a continuing risk of accidents to people and their animals with the concomitant anxiety.
43. Dr Atkins' approach was not challenged or questioned, and resulted in conclusions similar to those of Network Rail, i.e. that there was no reasonably cost-effective proven and acceptable way of improving the safety of the crossing at Buriton while keeping it open. Another well-qualified expert witness on matters of railway safety, acting for two local supporters of the Order, stated that he had considered many low cost options intended to improve the safety of crossings which were, in his words, 'rubbish'. His summary of the situation at Buriton, with which I concur, was that while active controls could

be added to the level crossing, they were not cost effective and investment in them would be disproportionate to the likely safety benefits were the crossing to be reopened.

The opportunity for taking alternative measures to deal with the problem such as a diversion, bridge or tunnel, and their relative costs

44. There has been a previous attempt to divert Footpath 3 where it crosses the railway, but currently it is not seen by Network Rail as feasible given that there is no realistic possibility of acquiring third-party land.
45. No objector argued that it would be feasible to make a tunnel under the railway or to realign the track so that it was less curved. The cost in each case would be several million pounds. Network Rail had calculated that a footbridge would cost more than £1.7m and would not be justified given the availability of a nearby alternative, the small number of users and the number of steps that would be involved; a ramped bridge was out of the question.
46. One objector suggested that a redundant footbridge might be acquired from elsewhere. That is certainly an interesting idea, but as with other ideas put forward at the inquiry (see paragraph 37 above), it is one that should have been raised with Network Rail some time ago. I have to accept the comment of Counsel for Network Rail that it was no more, at the time of the inquiry, than a 'back of a fag packet' idea. In any event, it is my understanding that standards for bridges have changed over the years so that a second-hand one would be unlikely to meet present-day requirements.
47. I conclude that there are no reasonably cost-effective ways available to deal with the problem of the safety of Buriton Crossing other than closing it.

Arrangements for barriers and signs

48. There seems to be no doubt that if the Order was confirmed, Network Rail would, immediately it came into effect, take steps to make the crossing inaccessible by fencing and to erect and maintain appropriate signs.

Other relevant circumstances

49. The Buriton level crossing lies within the South Downs National Park. Section 11A of the National Parks and Access to the Countryside Act 1949 states that a 'relevant authority', which includes both Network Rail and an inspector appointed by the Secretary of State, *shall have regard to the purposes specified in subsection (1) of section five of this Act*. That section states that those purposes are: *conserving and enhancing the natural beauty, wildlife and cultural heritage of the areas specified in the next following subsection; and promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public*.
50. Miss S Manchester appeared at the inquiry for the National Park Authority. The gist of the Authority's objection (insofar as it goes beyond the matters already considered above) is, first, that neither the County Council, in making the Order, nor Network Rail in supporting, it had demonstrated, as they should have done, that they had fulfilled their duty to have regard to the purposes for which the South Downs National Park is designated. Miss Manchester argued in addition that the extinguishment of the footpath over the crossing would be contrary to the purposes of the National Park because the alternative route (via South Lane) is not a footpath. It would therefore be detrimental to the

understanding and enjoyment of the cultural heritage of the National Park, and potentially detrimental to its conservation.

51. I noted above (paragraph 34) that guides to the area sponsored by, among others, the National Park Authority, do not promote the use of footpath 3 or the crossing. In my view, had Network Rail considered and fulfilled its duty (paragraph 49 above), the conclusions it would have come to with regard to the case for closing the crossing would have been no different from those it actually came to, i.e. that the crossing is not reasonably safe and that there is no reasonable way to make it sufficiently safe to reopen.

Other matters

52. A very large amount of written material was prepared in advance of the inquiry by many people, most of whom obviously put a great deal of time and trouble into their evidence and submissions. Much of this material has not been mentioned in my decision. That is not because I have not read and considered it. I have done so, but I was able to come to a decision without setting out in detail every single argument and piece of evidence.

Conclusion

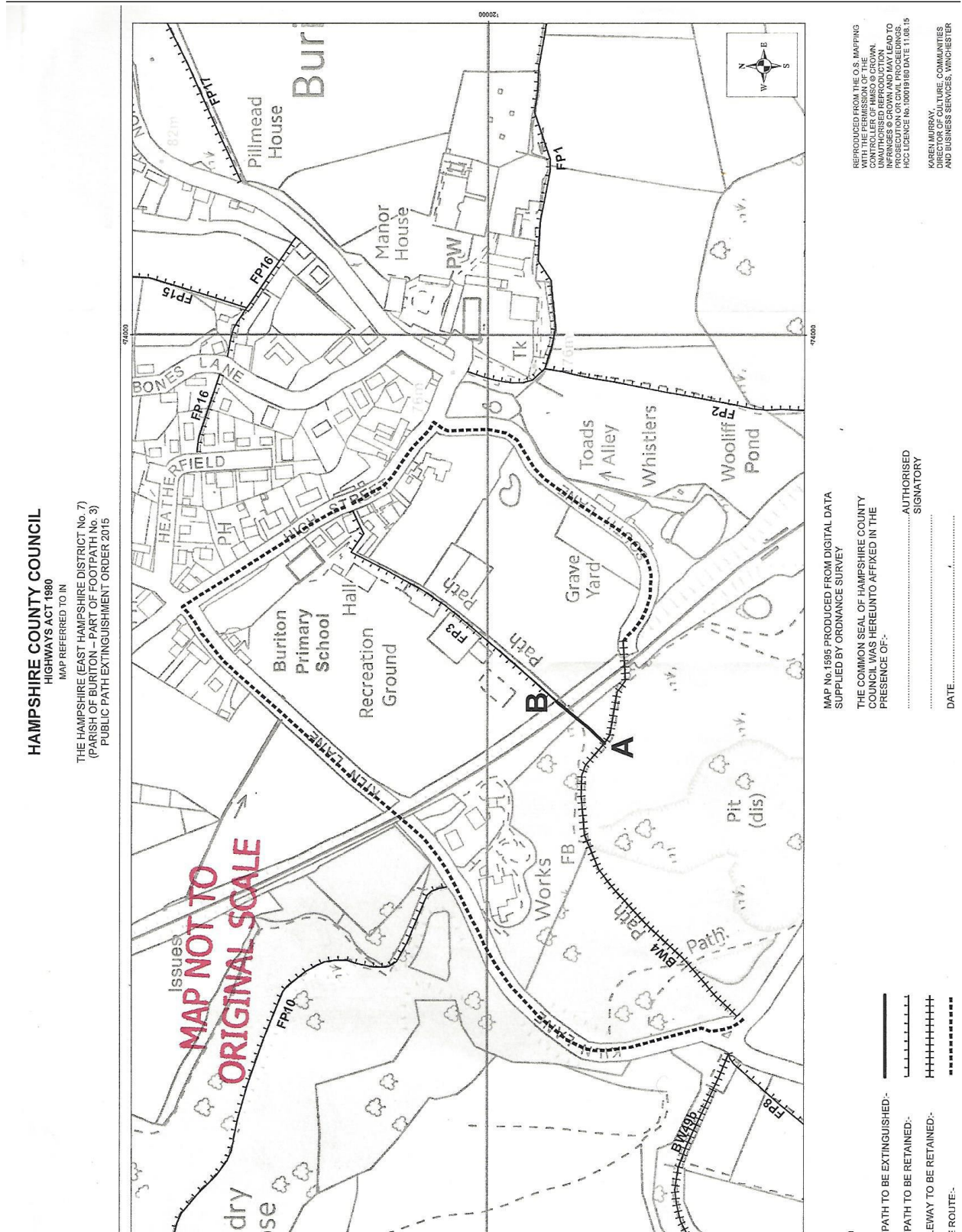
53. Having regard to these and all other matters raised both at the inquiry and in written representations I conclude that it is expedient to confirm the Order.

Formal Decision

54. I confirm the Order.

Peter Millman

Inspector



APPEARANCES

For Hampshire County Council:

Miss R Taylor	Solicitor employed by the County Council
She called:	
Dr S Seeliger	Senior Definitive Map Review Officer

For Network Rail Infrastructure Ltd

Mr J Phillips of Counsel	Instructed by Mr D Tilney, solicitor, Bond Dickinson LLP
He called:	
Miss A Ingram	Route Level Crossing Manager
Mr S Kistruck	Director, Route Asset Management
Mr J Greenwood	Head of Liability Negotiation

Other supporters

Mr T Comyn of Counsel	Acting for Mr and Mrs P and K Goswell
He called:	
Mr A Nelson	Director, Community Safety Partnerships Ltd
Dr S Atkins	Local resident and retired transport engineer
Dr T Mitford	Representing the Safe or Sorry Group
Dr A Clarke	Retired aerospace materials engineer
Mr S Parker-Phipps	Local Resident
Mr T Cooper	Chair of Governors, Buriton Primary School
Mrs F Vesey	Landlady of the Five Bells, Buriton
Mrs C Ford	Local resident

Objectors

Mrs P Newby	Buriton Parish Council
Miss S Manchester	Representing the South Downs National Park Authority
Mr R Mullenger	Representing the South Downs Local Access Forum
Mr J Gordon-Smith	Local resident
Mrs M Owens	Local resident
Mr T Owens	Local resident
Mr A Keane	Local resident
Mrs D Gardner	Local resident
Mr I Johnston	Local resident
Mrs H Mountain	Representing the Ramblers and Petersfield Ramblers Club
Mrs C Gunter	Walking for Health
Mr P Warren	Local resident

Documents handed in at inquiry

1. Network Rail's opening submissions
2. Mr J Greenwood's summary proof
3. Mr Gordon-Smith's question for Miss A Ingram
4. Mr A Nelson's Rebuttal proof
5. Miss A Ingram's summary proof
6. Mr S Kistruck's summary proof
7. Mr T Comyn's opening statement
8. RSSB: Research into the causes of pedestrian accidents at level crossings... (T984)
9. Hampshire County Council's opening statement
10. Extract from Seasonal Variations in Traffic Flows (Bellamy)
11. Dr Clarke's summary proof
12. Bundle of walks leaflets
13. Buriton Footpath Crossing – Accounts of Incidents (Safe or Sorry Group)
14. Dr Mitford's summary proof
15. Extract from HSE paper – Reducing Risks, Protecting People
16. Mrs Veysey's statement
17. Mrs Owens' statement
18. Mr Owens' statement
19. Parish Council minutes and Parish magazine article referring to plans for moving the playground
20. Dr Atkins' supplementary evidence re distances and walking times
21. Dr Clarke's request re site visit
22. Mr Moss's statement
23. Letter from Mrs C Gray
24. Miss Manchester's closing submissions
25. Mrs Newby's closing submissions for the Parish Council
26. Dr Mitford's closing submissions
27. Dr Clarke's closing submissions
28. Dr Atkins' closing submissions
29. Mr Comyn's closing submissions

30.Mr Phillips' closing submissions