



# CIL Expenditure Application Form

## Rail Facilities Application Form

### 1. Project name

Thurston Station Level Crossing: Closure and Diversion PACE1/2, pre - ES3 phase – Provision of cost estimate and schedule for Engineering Stage 3 (ES3) – Single Option identified and endorsed.

### 2. Project location – Please provide a site location plan (1:2500)

Address:  
Thurston Station, Station Hill, Thurston, Suffolk,

The site location plan is included in the ES2 Feasibility Report as transmitted to the council in April 2024.

Post Code:IP31 3QU

### 3. Description of proposed Infrastructure

What do you want to provide for the community?

This is a funding request to define the cost and schedule for Engineering Stage 3 (single option identified and endorsed) of a rail infrastructure project.

The **aim** of the infrastructure project is to improve pedestrian safety and to improve access to a key sustainable transport mode (rail) for the growing community of Thurston.

The **objective** of the infrastructure project is to provide safer and improved access to the westbound Platform 1 at Thurston station to allow the current station level crossing to be closed and removed.

The **purpose** of the the next phase (ES3) is to a) identify and endorse a single funded option.

The high-level scope of this phase is:

- To develop a cost and programme for the ES3 phase which is about single option selection and endorsement.

### 4. Project Aims

What is the purpose of the project? What are the community benefits that you want to provide?

The aim of the infrastructure project is to improve pedestrian safety and to improve access to a key sustainable transport mode (rail) for the growing community of Thurston.

The key benefits of the project are:

- i. Improved safety for all pedestrians using the existing underbridge footpath;
- ii. Improved safety of pedestrians interchanging between the platforms at the station;
- iii. Removal of the crossing would remove a potential constraint on running more (or longer) passenger or freight services along this section of railway.

## 5. Who will benefit from the proposed Infrastructure?

The aim of the rail-related infrastructure project is to improve pedestrian safety and to improve access to a key sustainable transport mode (rail) for the growing community of Thurston.

The key benefits of the project are:

- i. Improved safety for all pedestrians using the existing underbridge footpath;
- ii. Improved safety of pedestrians interchanging between the platforms at the station;
- iii. Removal of the crossing would remove a potential constraint on running more (or longer) passenger or freight services along this section of railway.

All level crossings are considered a safety risk by Network Rail. Level crossings used for access to stations are considered high risk owing to the behaviour of people rushing for a train. Not all trains call at Thurston station, and this presents an additional risk. Thurston Station level crossing is provided with miniature stop lights but there is no physical barrier to prevent people stepping into the path of a train. No further improvements to safety are considered feasible. As Thurston grows, usage of the station is expected to increase and hence the likelihood of a fatal accident at Thurston Station level crossing will increase.

The safety risk at the level crossing is a barrier to growth in housing in the area since the increased population would lead to increase use of the station, which, in turn would lead to increased use of the station level crossing. This increases the safety risk of the level crossing, and Network Rail are obliged by our regulator the Office of Rail and Road to mitigate the safety risk. In this case, the only way to improve safety of the level crossing is to close it; no upgrades are feasible.

Closure of the level crossing will improve safety and convenience for station users, and thereby encourage residents old and new to use sustainable transport. The railway line through Thurston is part of the nationally significant Felixstowe to Nuneaton freight route, serving to take freight off the heavily congested A14. If the crossing remains open, it is also a potential constraint on running more (or longer) passenger or freight services.

Users of the railway station will no longer be required to cross the level crossing to reach the westbound platform. The risk of a collision with a train will be eliminated. Users will no longer arrive at the station to find that the lights at the level crossing are already against them, causing them to miss their train.

## 6. How have you identified need and support?

**Have you consulted with Suffolk Highways and Greater Anglia?** Please include copies of comments with your submission.

Please provide details of any community consultation that has taken place and any additional documentation that supports the project e.g. Village / Parish/ Neighbourhood Plan, letters of support from the Parish Council and/or Ward Member. Does the project support growth and/or mitigate existing infrastructure inadequacies?

Network Rail is working closely with Suffolk County Council (SCC), Suffolk Highways (SH), Babergh and Mid Suffolk District Councils (BMSDC) and Thurston Parish Council to progress the project.

In 2015, Network Rail produced a preliminary feasibility (GRIP 2) report for the local stakeholders which recommended closure of the station level crossing and provision of alternative access for station users through means of constructing a new pedestrian ramp on railway land connecting Platform 1 to Beyton Road. The proposal also included a drop off point / layby for vehicles along Beyton Road; and, due to the physical characteristics of the rail bridge in situ, an improved road layout and traffic light control system to accommodate more safely and conveniently traffic and pedestrians using the underbridge.

Throughout 2019 and 2020, Network Rail has attended several stakeholder meetings at the invitation of SCC and BMSDC; these meetings have included discussions with Suffolk Highways and Thurston Parish Council to obtain their views on the options for closing the level crossing. Network Rail has also presented proposals to the relevant committees of SCC.

In May 2020, we presented the latest Narrative Risk Assessment (December 2019) to the local stakeholders including SCC, SH, BMSDC and Thurston Parish Council. This assessment took account of recent increased usage of the station level crossing and noted that the safety risk of the crossing will increase with the anticipated population growth from new housing developments in Thurston in the next few years.

In March 2023, Mid Suffolk District Council and Network Rail enter into Basic Services Agreement. According to this agreement, Network Rail will produce a feasibility study to evaluate options and recommend the most appropriate option that delivers the stakeholders' requirements, together with confirmation that the outputs can be economically delivered. It is anticipated that this stage of the project will be completed by the end of November / December 2023.

Based on discussions held in autumn 2023, Mid Suffolk District Council expressed its willingness to explore and progress to the next stage of the project. Therefore, the Council proposed to Network Rail the submission of a CIL bid for the next phase of the works to achieve the deadline milestone for the submission of the CIL bid (31 Oct 2023) which consecutively will ensure the continuity of the project. The cost and the programme of the next phase

has not yet been developed by Network Rail and therefore this CIL bid proposal is in draft format. Once Network Rail develop cost estimate and programme, it will be submitted to the Council for review and endorsement. If that is the case, a new agreement between the 2 parties will be produced.

The feasibility study phase concluded in April 2024 when Network Rail issued the deliverables to the Council. The Council expressed that their preferred option is Option 1 (Subway refurbishment and reuse), with their second preference being Option 3 (Footbridge in place of the existing barrow crossing). Further discussions between Network Rail and the Council concluded that the next step should be an interim phase before the formal commencement of ES3, reflecting the current CIL bid.

It has to be noted that, at this phase of the project, funding for the overall project (regardless the option that will be selected) is not secured by the Council. Network Rail have highlighted to the Council the importance of securing the funding otherwise there is the risk for the project of incurring abortive costs. However, the Council have decided that they wish to progress to the next stage of the project (ES3) and in parallel they will continue exploring funding opportunities.

## 7. Existing Infrastructure

Ownership - If your application is successful you may need to be able to provide a copy of the land ownership documents.

How do you hold the land or buildings at present?

Freehold  Leasehold  Do not own the land

If you have a leasehold or do not own the land please state the name and address of the owner and the date of expiry of the lease (if applicable).

Some land is part of the public highway and some land is unregistered, requiring investigation of ownership. The unregistered land is believed, historically, to have been part of the highway.

If you do not own the land, do you have permission from the landowner to implement your project? If so, please provide evidence.

If the land is highway land, the applicant has been engaging with Suffolk Highways in developing the proposal.

What is the area (size in square meters (m<sup>2</sup>) or hectares (Ha))of the land?

TBC

What is the existing Infrastructure constructed from and what is the approximate age?

There is no current Infrastructure to provide access to the westbound platform.

## 8. General Information

Have you liaised with Building Control and Planning regarding this project?

TBC

Please state the name of the officer dealing with this

Christine Thurlow

If you have Planning Permission please give the reference number

TBC

If you have Building Regulations please give the Council Building Control reference number or Approved Inspector Details

TBC

Please ensure you seek independent advice as to whether planning permission is required before embarking on your project.

Have quotations been sought in respect of the proposed works/equipment? Please note it is recommended that a minimum of three quotes using a common specification should be obtained.

### **Please attach a Business Case demonstrating your tender process and calculation of costs.**

Quotes within the Business Case should be provided on the basis of the quote being held static for a 6-month period. Bids will not be validated if they are not accompanied by a Business Case.

**9. Please provide a breakdown of the project costs**

(including quotes to substantiate your figures where possible)

Type of cost	£
Define cost and programme for ES3 (Single option identified and endorsed)	£6,000
Net Cost	£6,000
VAT	£
Total Cost	£6,000

**10. Funding for this project**

(it is very important that you can demonstrate that the funding you are seeking covers the total cost of the project)

Funding Source	Secured Yes/No	If not secured – when will you know	Amount £
Babergh and Mid Suffolk District Councils - Community Infrastructure Levy (CIL)	Yes		6,000



Amount being applied for from CIL Fund	6,000
Total Funding	6,000

Has any State Aid been received or offered to your organisation from other Government organisations or other BMSDC funding sources in the last three years? If so, how much? E.g. Local Authority Grants, SCC Locality funds

No

**11. Predicted timescale for commencement and completion**

When do you expect the project to start and finish? Are there any key milestones or payment stages in which the work will be completed?

Start: November 2024

End: February 2024

**Key Milestones:** The key milestone is the issuing of the cost estimate and programme for ES3 from NR to Council.

**Payment Stages:** The Council's acceptance letter for this CIL bid will serve as the written warranty for Network Rail to proceed with this phase. To work more efficiently, and since the letter guarantees payment for Network Rail's work, it was agreed to transfer this cost to the Development Services Agreement for the next phase (ES3) instead of extending the current Basic Services Agreement, which could delay due to the authorisation process. This proposal needs to be confirmed internally by Network Rail; otherwise, a variation letter on the latest Basic Services Agreement might be needed.

**12. How do you expect the proposed Infrastructure to be maintained/funded in the years following completion of the project?**

Any new infrastructure providing access to the station on private land would likely be owned by Network Rail and maintained as part of the station by the train operator or Network Rail as appropriate.  
Any altered highways and footpaths outside railway land will be maintained by the highway authority, Suffolk Highways.

**13. Prioritisation Criteria** – Please indicate how your project meets the following criteria

Criteria	Comments
Infrastructure necessary for an approved growth project (those with planning permission) in order that development carried out is sustainable	We are aware of several development proposals in Thurston and the surrounding area which in combination would significantly increase usage and hence lead to unacceptable risk at the existing level crossing. The safety risk at the level crossing is therefore a barrier to growth in housing in the area since the increased population would lead to increase use of the station, which, in turn would lead to increased use of the station level crossing. This increases the safety risk of the level crossing, and Network Rail are obligated by our regulator the Office of Road and Rail to mitigate the safety risk or, if this approach has been fully exhausted, to close and divert the level crossing.
Positively scores against provisions /objectives of Joint Strategic Plan and/or Joint Local Plan and/ or Infrastructure Strategies or other BMSDC Strategies or external strategies BMSDC support and/or input into	The project would contribute positively against the objectives of the JSP and JLP because it would help facilitate sustainable development in Thurston and encourage use of rail.
It represents key infrastructure (essential)	The project to provide a safer and more convenient access to Platform 1 is a key infrastructure project to accommodate the housing development committed and proposed for Thurston.

<p>Value for money</p>	<p>The project will be designed to optimise the benefits as well as the whole life costs (capital cost plus maintenance and renewal costs) Once installed, operating costs of the new infrastructure are expected to be significantly lower than the existing level crossing.</p>
<p>Clear benefits</p>	<p>Closure of the level crossing will improve safety for station users, and thereby encourage existing and future residents to use sustainable transport. The railway line through Thurston is part of the nationally significant Felixstowe to Nuneaton freight route, serving to take freight off the heavily congested A14. If the crossing remains open, it is also a potential constraint on running more (or longer) passenger or freight services.</p> <p>The key benefits of the project are:</p> <ul style="list-style-type: none"> <li>i. Improved safety for all pedestrians using the underbridge footpath;</li> <li>ii. Improved safety of pedestrians interchanging between the platforms at the station;</li> <li>iii. Removal of the crossing would remove a constraint on running more (or longer) passenger or freight services along this section of railway.</li> </ul>
<p>Community support</p>	<p>Thurston Parish Council is supportive of the closure of the existing station level crossing and the provision of safer and more convenient access to Platform 1.</p>
<p>Deliverability</p>	<p>The project is readily deliverable jointly by Network Rail as landowner for the railway related works and SCC as Highway Authority for highways works.</p>
<p>Affordability (from CIL funds)</p>	<p>The current described phase ES3 can be funded from the CIL funds. The final cost of this phase has not been determined yet.</p> <p>The overall cost of the project will be covered by the Councils subject to funding availability. The Councils might decide to seek additional funding from 3<sup>rd</sup> parties (eg. developers)</p>

Timeliness	The project is timely because it is needed now as a result of committed and proposed housing developments in Thurston.
By releasing CIL money can you achieve infrastructure provision through collaborative spend? (i.e Infrastructure providers PC/TCs BMSDC infrastructure provision or LEP/Government funding)	A key interface of the project would be with any highway and sustainable transport proposals arising from the committed and proposed developments in Thurston. The works to improve the highway and footpath under the existing underbridge would need to be developed collaboratively with SCC Highways and the developers.
Supports housing and employment growth	The safety risk at the level crossing is a barrier to growth in housing in the area since the increased population would lead to increase use of the station, which, in turn would lead to increased use of the station level crossing. This increases the safety risk of the level crossing, and Network Rail are obligated by our regulator the Office of Road and Rail to mitigate the safety risk or, if this approach has been fully exhausted, to close and divert the level crossing. Closure of the level crossing will improve safety for station users, and thereby encourage residents old and new to use sustainable transport. The railway line through Thurston is part of the nationally significant Felixstowe to Nuneaton freight route, serving to take freight off the heavily congested A14. If the crossing remains open, it is also a potential constraint on running more (or longer) passenger or freight services.
Have a package of measures been proposed and submitted which allow for ongoing maintenance of the infrastructure such that its longevity can be assured	TBC
Must be based on the developing/adopted Infrastructure Delivery Plan unless circumstances dictate otherwise	TBC

Does the provision of this infrastructure address a current inadequacy in infrastructure terms	Yes. The current station level crossing is not appropriate for increased usage.
By releasing CIL funds, it would allow infrastructure to be realised such that CIL funds are like the last piece of the jigsaw puzzle	<p>The release of CIL funds for the delivery of this phase do not allow the realisation of the infrastructure.</p> <p>The realisation of the infrastructure will be achieved if the project will progress to the delivery stage and deliver the option that will be selected. The delivery of the project is subject to funding availability.</p>
Will the infrastructure be capable of being used by the wider community	Access will be fully accessible.
By provision of infrastructure it would unlock further opportunities within the District for housing and employment growth	With closure of the station level crossing, Network Rail would have no other level crossing concerns around increasing usage of the station. There are other level crossings close to Thurston and Network Rail has applied for powers to close those (independent of any development).
How does this project address green principles (natural/ biodiversity considerations)	TBC
How does this project address sustainability principles (sustainable modes of transport including connectivity to cycle paths footpaths)	Closure of the level crossing will improve safety for station users, and thereby encourage residents old and new to use sustainable transport. The railway line through Thurston is part of the nationally significant Felixstowe to Nuneaton freight route, serving to take freight off the heavily congested A14. If the crossing remains open, it is also a potential constraint on running more (or longer) passenger or freight services.
How does the project address issues of community safety	The project will look into the best method of providing access to the westbound platform to allow the current station level crossing to be closed and removed reducing the risk and increasing public safety.

What funding measures are necessary with this project to address state aid implications	TBC
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## 14. Declaration

I declare that I have given notice of this proposal to the owner and occupiers of the land and prior to authorisation will produce Title Documentation if required. I confirm that I have advised the Parish/Town Council and Ward Member of this proposal and attach copies of all written comments that they have made.

I declare that I will ensure any funds not spent once the project is complete or if the project fails to be completed will be repaid to the District Councils.

I declare that I am authorised to make this application and that the information given in this application is correct.

Signed  30/09/2024	Name Dimitris Katsaros
Position Sponsor	Date 30 September 2024
Telephone 07730 355440	Email dimitris.katsaros@networkrail.co.uk

## Submitting your application

Please return the completed forms and supporting documents to:

[CILExpenditure@baberghmidsuffolk.gov.uk](mailto:CILExpenditure@baberghmidsuffolk.gov.uk)

The Infrastructure Team  
Babergh and Mid Suffolk District Councils  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

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The information may be sent to other Council Departments and other local and government authorities in order to check the information and assess and determine your application.

We may also need to check the information with private sector organisations at a later stage of the application process.

We may also use the information to notify you of relevant council initiatives.

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