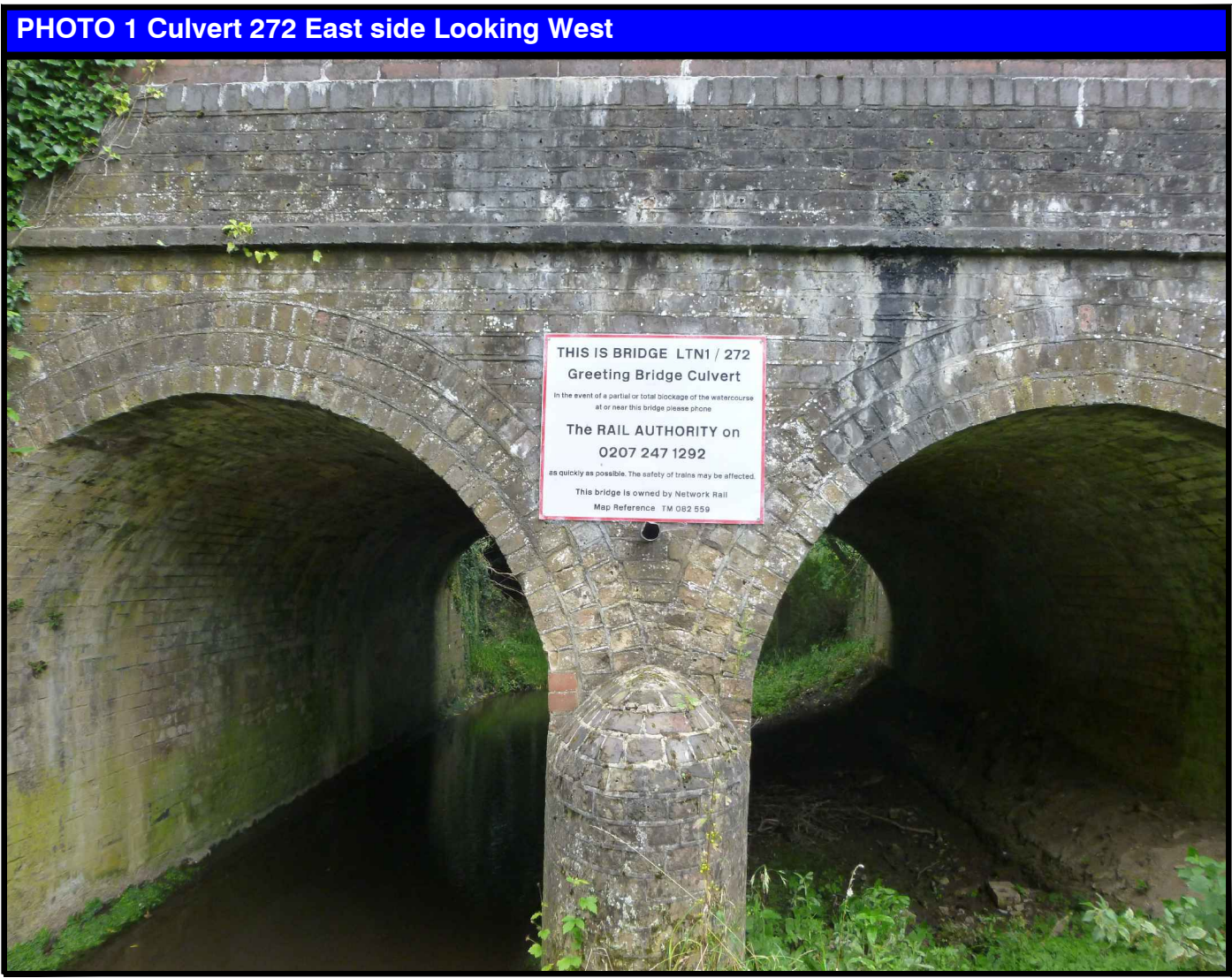


Diversion of Public Footpath through existing culvert

Proposal to utilise the existing Greeting Culvert, where the railway bridges over a tributary to the River Gipping.

The Greeting bridge has two arches below the railway.

The river generally flows through one channel, so we propose to modify the second channel to provide a raised pedestrian walkway under the railway with new dedicated Public Rights of Way linking to Stowmarket Road to the west and Footpath No.5 at Gipsy Lane to the east of the railway.



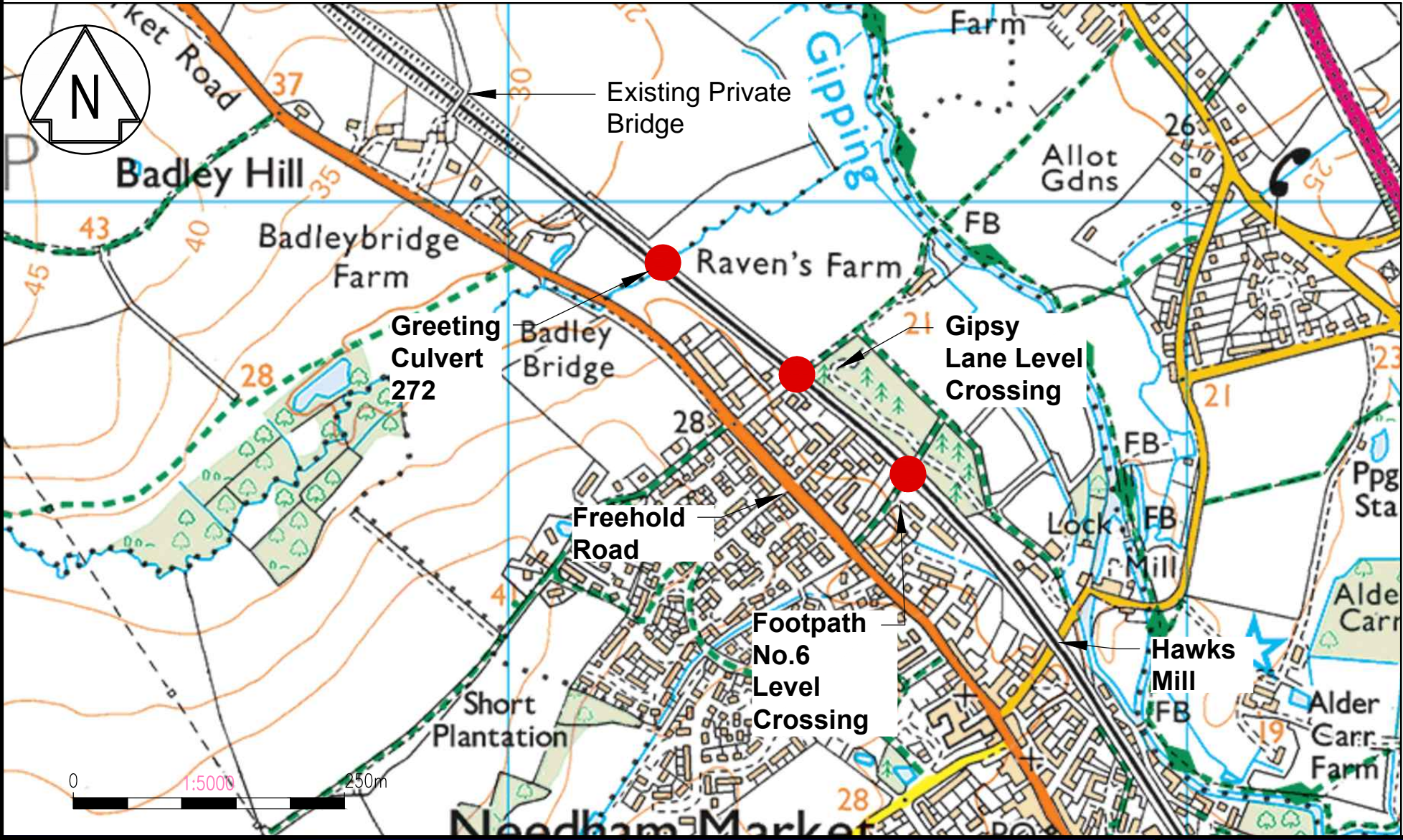
Option E Diversion Route



Visualisation of Option E



Ordnance Survey location plan



River Flooding - how will this affect the footpath?

As the footpath follows the river channel, we are investigating the frequency and depth of river flows that may affect access to the underpass.

Early indications are that following typical winter rainfall, water levels in the river channel may rise by approximately 0.4metres (1ft 4") to 0.64metres (2ft). This will result in water overflowing in to the dry channel.

To reduce the times when the footpath within the culvert is flooded, we propose to install a raised floor within the dry channel. This will reduce headroom to around 2 metres (6ft 6") at the centre of the arch, but may limit the number of occasions when flooded to two or three times a year following typical rainfall.

Heavier rainfall will result in deeper flooding, although the footpath is expected to be in lower usage at this time as onward footpaths are also likely to be waterlogged.

PHOTO 3 Looking West	PHOTO 4 Looking West	Environment Agency Flood Mapping	OPTION E OVERVIEW	70011811-LX-EXB1-OPTION E-001 P02 Nov 2015																		
			<p>Option E will result in the closure of the existing Gipsy Lane Public Footpath level crossing.</p> <p>Users of the crossing will be diverted via an existing twin arch bridge known as Greeting Culvert 272 approximately 230metres north of Gipsy Lane.</p> <p>The culvert will be accessed by a new dedicated Public Footpath over private land, and a raised walkway will be constructed within one arch to allow a dry access for most of the year. This proposal is reliant upon consent from the Environment Agency, and Suffolk County Council drainage authority.</p> <p>The additional travel distance A to B is approximately 520 metres.</p> <p>This option to modify the culvert and construct suitable footpaths and is likely to cost in the region of £500k-£750k, although the Environment Agency may require additional work within the river channel that will increase costs</p>	<table><tr><th>User Survey Jul-15</th><th>Weekend Average</th><th>Weekday Average</th></tr><tr><td>Pedestrians</td><td>87</td><td>78</td></tr><tr><td>Mobility Scooters</td><td>0</td><td>2</td></tr><tr><td>Wheelchairs</td><td>0</td><td>0</td></tr><tr><td>Cycles</td><td>0</td><td>3</td></tr><tr><td>Trains</td><td>98</td><td>151</td></tr></table>	User Survey Jul-15	Weekend Average	Weekday Average	Pedestrians	87	78	Mobility Scooters	0	2	Wheelchairs	0	0	Cycles	0	3	Trains	98	151
User Survey Jul-15	Weekend Average	Weekday Average																				
Pedestrians	87	78																				
Mobility Scooters	0	2																				
Wheelchairs	0	0																				
Cycles	0	3																				
Trains	98	151																				