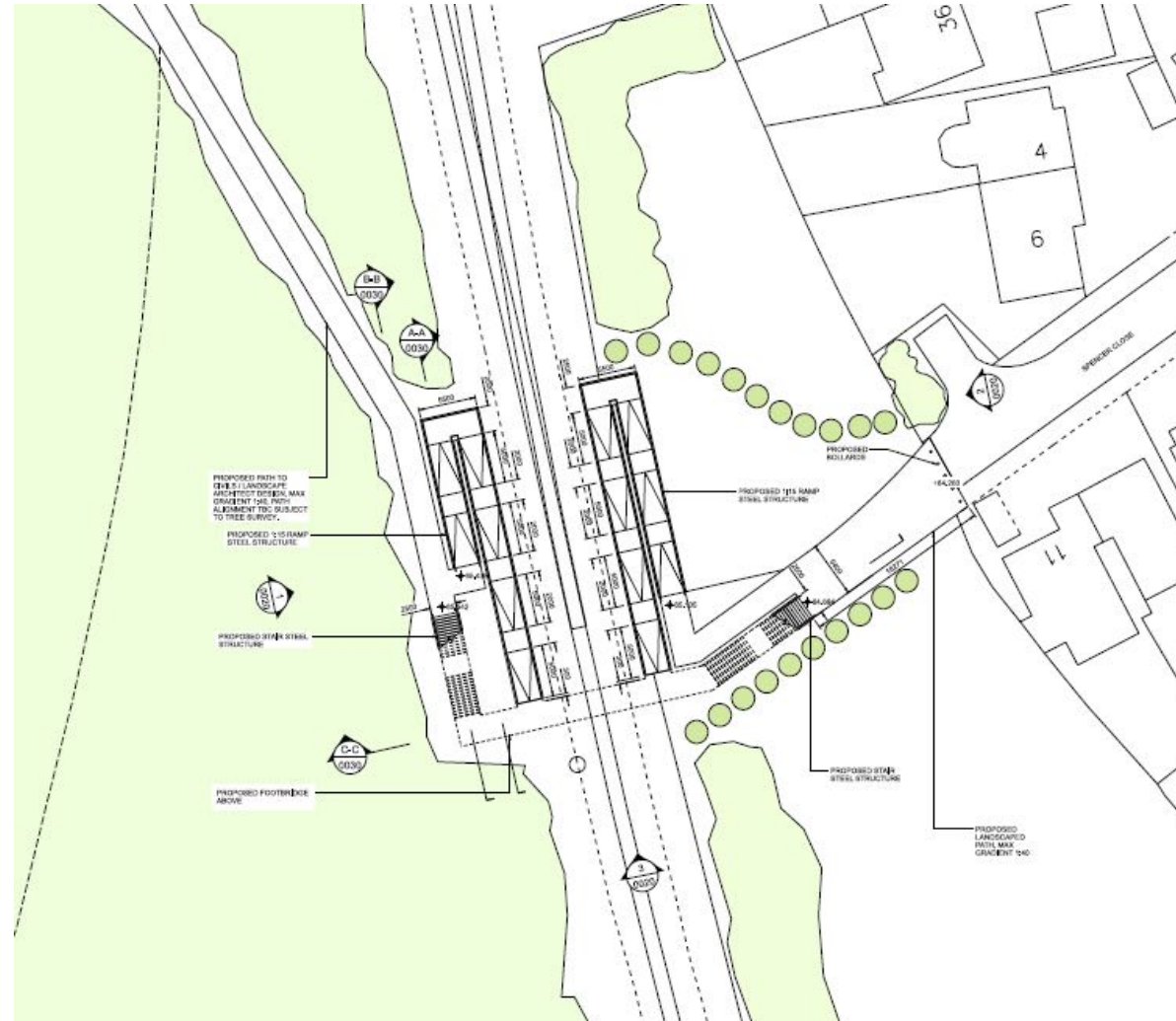


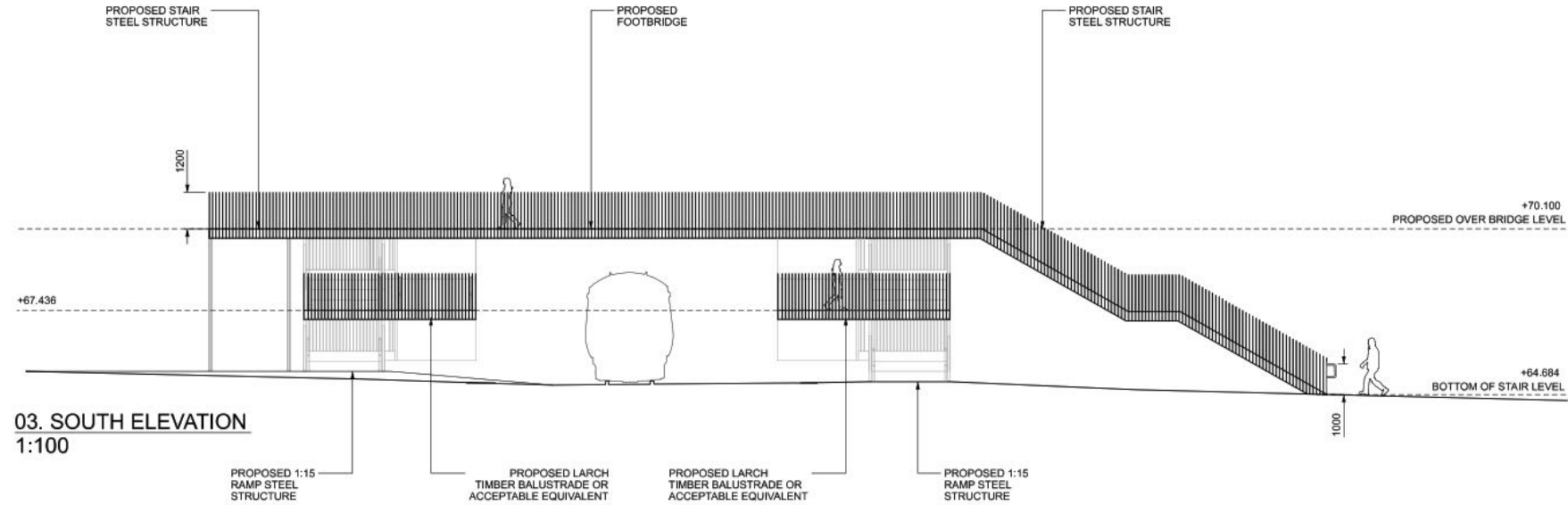
Hatches Selected Option



Option 3b - This option proposes the closure of The Hatches level crossing and installation of a new footbridge with 2No. stacked ramps and 2No. staircases, south of the existing Hatches level crossing at Spencer Close



Hatches Selected Option



This image shows the elevation of the proposed footbridge.



Hatches level crossing



Hatches level crossing

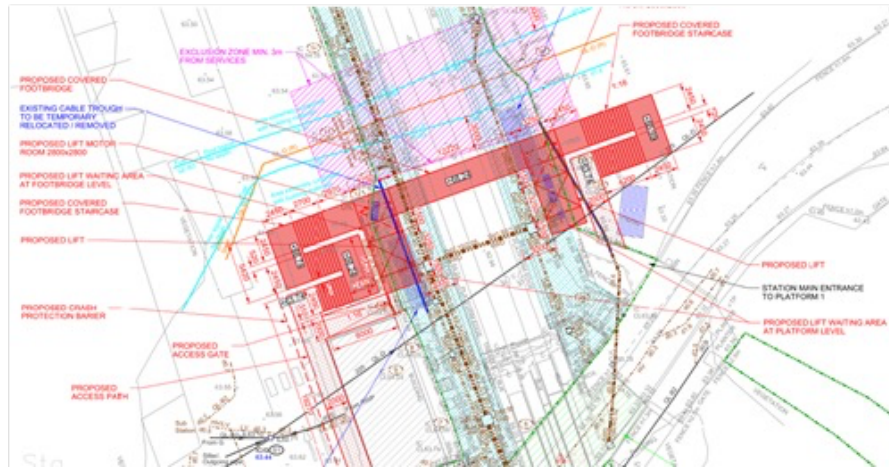


New diversionary route to Farnborough North pathway



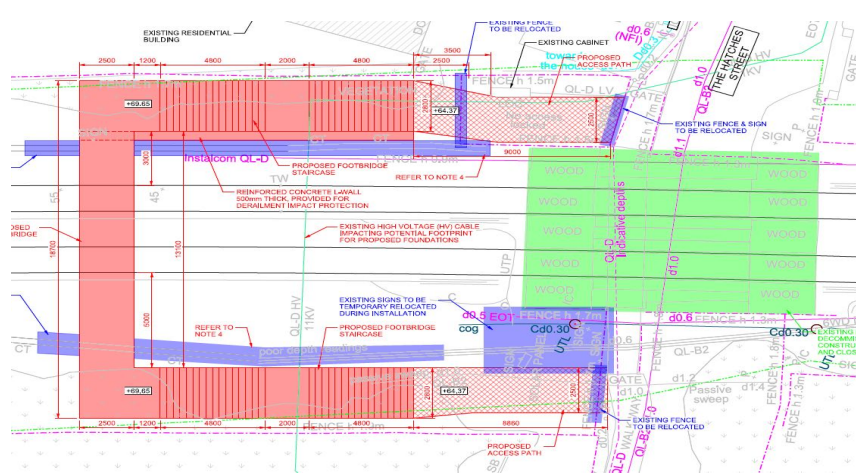
- This image shows the new diversion route. A new footpath will be created to the east of the fisheries to connect up to the existing footpath at Hatches.

Farnborough other Options Considered

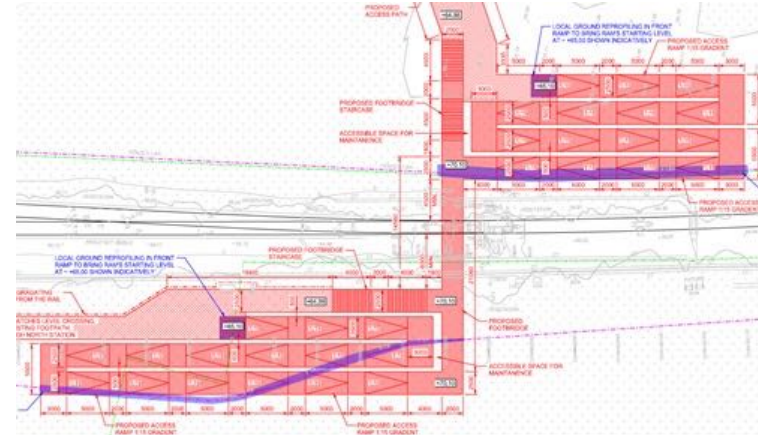


- This option would require working between the Gibbs and Dandy office building and the gas main exclusion zone, West of the railway.
- Construction works taking place nearer the existing level crossing pose risk of injuring members of the public.
- More land take needed from third parties such as Gibbs and Dandy and Sawyer land
- Temporary railway crossing with appropriate access would have to be established.
- The proposed structure is located above the existing level crossing, which would require diversion of a large number of services running below the existing level crossing prior to installing the structural foundations.
- Work taking place adjacent to residential buildings. This option requires a large amount of buried services to be relocated/diverted.

Hatches Other Options Considered



- This option is over the current level crossing. No space for a site compound.
- Would require disruption to The Hatches street for material drop off.
- Tree Preservation Order in place to the North-Eastern side.
- Not providing level access would prevent less able pedestrians from crossing the tracks.



- Wide ramps nearby Spencers Close – more land take needed.
- Extensive de-veg required east and west of the tracks.
- Requires the most man hours (increasing overall risk).

Unfeasible options

Underpass:

No feasibility study has been carried out for an underpass, this is due to the construction of an underpass is disproportionately challenging compared with other options which achieve the same aims (i.e. footbridge). This is due to the following factors;

- Land requirement : To provide the correct incline for an underpass the amount of land required would surpass the Network Rail boundary which would require additional land acquisition.
- Disruptive construction: The construction programme would be longer than that for a footbridge and be significantly more disruptive to neighbours, station and railway operations.
- Construction risk: there are further risks of complex ground conditions and flooding.

Miniature Stop Light Installation at Hatches:

An installation of MSLs only removes part of the risk score, not all.

- By providing both visual and audible clues it is thought that those with vulnerable characteristics such as those who are visually or audially impaired will still be able to use the crossing safely, but this can't be taken for granted as not everyone is familiar with the set-up and may become confused.
- There are those who are distracted, for instance those with dogs and/or children who they are responsible for and are trying to help cross and then become distracted by dealing with these issues rather than obeying the lights.
- Those who can deliberately disobey the lights and form their own opinion on how safe they think it is to cross in a hurry.





Why is safety our key driver?



Options at Farnborough North level crossing

Option	Viable?	Why/why not
Close the crossing with no alternative route	No	Right of way needs to continue. No platform to platform access
Close crossing and provide ramped bridge	No	Planning permission denied previously
Close crossing and provide an underpass	No	Anti-social space and liable to flood. Lack of space to provide gradient
Retain the attendants, i.e. leave as it is now	No	They are present all the time that trains run. Not a long term viable option due to cost
Reduce attendant hours	No	Decided by committee of experts that this was not acceptable
Close crossing and provide stepped bridge	Yes	High cost but long term solution

Safety at The Hatches level crossing

There is not enough time to cross safely by people spotting approaching trains.

Whistle boards and other mitigations were installed.



Even with these, the misuse, both deliberate and accidental, has continued resulting in **7 near misses** in the last five years. Near miss classified by the train driver applying the emergency brakes as so close.



Options at Hatches level crossing

Option	Viable?	Why/why not
Close the crossing with no alternative route	No	Right of way needs to continue. No suitable alternative nearby
Close crossing and provide stepped bridge	No	Current location would put bridge very close to local properties. Access limited to able-bodied so fails Diversity Impact Report
Close crossing and provide an underpass	No	Anti-social space and liable to flood. Lack of space to provide gradient
Install Miniature Stop Lights like Farnborough North	No	Risk is reduced but not to a suitable level. Misuse continues. Costly and not a long-term, viable solution
Keep as it is	No	Recognised intolerable risk. NR not fulfilling legal duty to public
Close crossing and provide ramped bridge	Yes	Costly, but provides long term solution

Options at Hatches level crossing



Hooded person with limited vision

Object placed on line



Pram dragged backwards

All four slide photos from a two day sample



Mounted cyclists



Mobile phone and headphone distraction



Encumbered users

