

Option 4 (unconventional ramped, segregated)



Advantages:

- Short construction time due to pre-fabricated sections;
- Increased width of stairs and ramp allows for higher usage
- Segregates pedestrian and cyclists and allows access for persons of reduced mobility
- Minimal disruption to the operation of the railway
- The structure, in its current position, will allow the level crossing to remain open during the works
- Located away from the residential properties adjacent to the original level crossing
- Complies with the Equality Act 2010
- Removes the risk of pedestrians coming into contact with the operational railway

Disadvantages:

- North ramp configuration requires additional length, due to the number of turns in the ramp (landing areas are flat and are approximately 8m long)
- It is unlikely that the structure can be positioned to avoid the multiple statutory services at this location and permanent diversion works will be required for mains gas, HV electricity and sewers
- Adjustment to cycle route will be required to link into the Green Ring
- Largest land take of all the options
- Removal of large parts of the wooded area required
- The likelihood of vandalism will be increased due to the construction of a new bridge

