

Gramshaw Road Level Crossing

Stepped Footbridge Scheme



Level Crossing Data and Risk

- Public footpath
- Accessed via kissing gates
- Only protection is whistle boards and SAWD (audible warning device)
- Sighting compliant but impacted by vegetation
- Average daily use of 88 people- census June 2017
- 136 trains per day, 23 hours a day- includes freight and unscheduled
- 70mph line speed- speed of each train alters significantly
- 1-2 near misses every year
- Risk of passing trains



Incidents 2011-2018

DATE REPORTED	DETAILS
30/06/2018	Youths loitering at the crossing
16/03/2018	Trespass at the crossing
24/01/2018	Near miss young man stepped in front of train emergency brake applied
27/10/2017	Vandalism to kissing gates, forced open
27/04/2017	Vandalism to kissing gates, forced open.
04/04/2015	LC Misuse - Male crossed in front of 1L36 0925 Exeter St Davids to Waterloo reported that on the approach to Gramshaw Foot Crossing.
03/12/2014	LC Misuse - 1L68 1725 Exeter St Davids - London Waterloo reported young boy ran across Gramshaw Road Foot Crossing in front of trains.
06/03/2014	The driver of 1L58 1818 Gillingham to Waterloo reported a near miss with two youths playing chicken at Gramshaw Foot crossing
30/01/2014	The driver working 1V33 1352 Salisbury - Bristol Temple Meads has reported a near miss at Gramshaw Road Level Crossing (foot crossing) MOP walked across the crossing while train was approaching.
11/08/2011	Vandalism to kissing gates, forced open

Proposed Design

- Stepped footbridge
- Why no ramps? Current crossing not accessible, not enough land for ramps, not in keeping with residential area, major risk of planning application being rejected
- Cycle gutters
- Would remove whistle boards- less noise pollution
- No definitive detailed design yet- early stages
- Not enclosed so has views of cathedral and safe area for photographers of special services
- May require extra land on one side

Example of Similar



Timescale

- Project still in very early stages
- Feasibility study to be undertaken by November 2020
- Funding for this control period (2019-2024)
- Detailed timeline to be made once feasibility study completed
- Public consultation event to be held once design finalised