

Potential options to provide footway over the railway at Clockhouse Lane

New parallel pedestrian / cycle bridge

This would require widening of the embankments to allow for works to construct bridge pier supports. It may be possible for the bridge structure itself to be pre-fabricated and lifted in. However, on its own this would not provide off-carriageway facilities for pedestrians on the approaches to the bridge. Additional land would be required on both sides of the bridge to provide a pedestrian facility. This would likely be on the east side to connect to existing footways, a distance of approximately 300 metres. These works would require embankment works and utility diversions to provide a platform for a footway.

This option would have no impact on existing traffic movements.

The cost of this option is high, including for acquisition of land, construction works, bridge structure, traffic management and rail possessions. Timescales are likely to be lengthy with acquisition of land and liaison with Network Rail. There would likely be significant disruption during construction, including potential temporary accesses to undertake the works.

Cost estimate: £2 million to £4 million

Confidence in cost estimate: low

Traffic signals

A traffic signal solution would provide alternate single way running so the remaining carriageway space could be used by non-motorised users. The 300 metre distance between existing footways is too great for a traffic signal solution. The time required to clear the section of one way carriageway would cause significant delay. Also, the reduced visibility over the bridge would not allow for safe operation. The traffic signal solution could be feasible over a shorter distance. To achieve this would require extending the existing footways towards the bridge, with the traffic signal stop lines also situated close to the bridge on each side. To extend the footways would require additional land, embankment works and utility diversions as for the parallel bridge option.

There would be impact on motorised users due to the alternate single directional running, potentially leading to congestion. Timescales are likely to be lengthy with acquisition of land and there would likely be significant disruption during construction, including potential temporary accesses to undertake the works

Cost estimate: £500k to £1 million

Confidence in cost estimate: low

One-way system

A one-way system would allow one half of the existing carriageway to be allocated for non-motorised users. This option would consist of mainly signs and some minor kerb and footway works to provide a level route. Some form of delineation would likely be required to separate motorised traffic from the footway area, such as an edging and/or guardrail or barriers plus appropriate road markings.

A northbound one-way system would likely start north of the private road for Ashford Smallholdings so all accesses to the south of the railway would be unaffected in terms of permitted movements.

There would be impact on motorised users due to the single way running. A solution for access to Bridge Farm, immediately to the north of the railway bridge, would need to be found as the current layout is not conducive to safe access from the northbound direction.

Cost estimate: £75k to £150k plus works to provide access to Bridge Farm.

Confidence in cost estimate: medium

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