

to 16 August 2018 report

Dorset County Council

**Rail Crossing Extinguishment
and
Definitive Map and Statement Modification Order**

**Highways Act 1980
Wildlife and Countryside Act 1981**

**Dorset County Council (Footpath 18, Wool at Hyford)
Rail Crossing Extinguishment Order 2018**

This Order is made by Dorset County Council ("the authority") under section 118A of the Highways Act 1980 ("the 1980 Act").

This Order is also made under section 53A(2) of the Wildlife and Countryside Act 1981 ("the 1981 Act") because it appears to the authority that the County of Dorset definitive map and statement require modification in consequence of the occurrence of an event specified in section 53(3)(a)(i) of the 1981 Act, namely, the stopping up (as authorised by this Order) of a highway hitherto shown or required to be shown in the map and statement.

The Footpath in the authority's area described below crosses a railway otherwise than by a tunnel or bridge.

It appears to the authority that it is expedient in the interests of the safety of members of the public using, or likely to use, the said Footpath that it should be stopped up.

Wool Parish Council, Purbeck District Council and Natural England have been consulted as required by section 120(2) of the 1980 Act.

The authority has required the operator of the railway to enter into an agreement with it to defray any expenses which the authority may incur in connection with the erection or maintenance of barriers and signs.

THIS ORDER EXTINGUISHES the public right of way over the land situate at Hyford, Wool as shown by a continuous bold line on the map attached to this Order and described in Part 1 of the Schedule after 28 days from the date of confirmation of this order and requires that upon the occurrence of that extinguishment the County of Dorset definitive map shall be modified by deleting from it that public right of way, and the definitive statement shall be modified as described in Part 2 of the Schedule.

Notwithstanding this Order, Statutory Undertakers shall have the same rights over the land described in the Schedule, in respect of their apparatus under, in, upon, over, along, or across the said land as they had immediately before the date of confirmation of this order.

Dated this 16TH day of MARCH 2018

THE COMMON SEAL of THE
DORSET COUNTY COUNCIL
was affixed in the presence of:-

110/18

Authorised signatory

Dorset County Council (Footpath 18, Wool at Hyford) Rail Crossing Extinguishment
Order 2018

SCHEDULE

(The points specified relate to the map attached to the Order and their positions are identified by national grid references)

Part 1

Description of Public Right of Way Extinguished

Footpath 18, Wool in the Purbeck District:

A – B – C From its junction with the C33 road, north north west of the property Fantasia at point A (SY 81678746), south south west along the tarmac surfaced driveway to Fantasia and across a small section of grass to point B (SY 81658742) then continuing south south west across the railway (known as Hyford Crossing) to its junction with Bridleway 24, Wool and Bridleway 3, Winfrith Newburgh at the Winfrith Newburgh parish boundary at point C (SY 81658740). (No recorded width).

Part 2

Modification of Definitive Statement

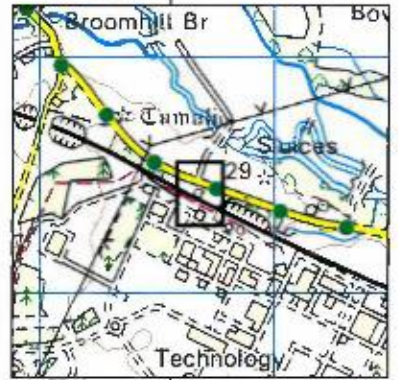
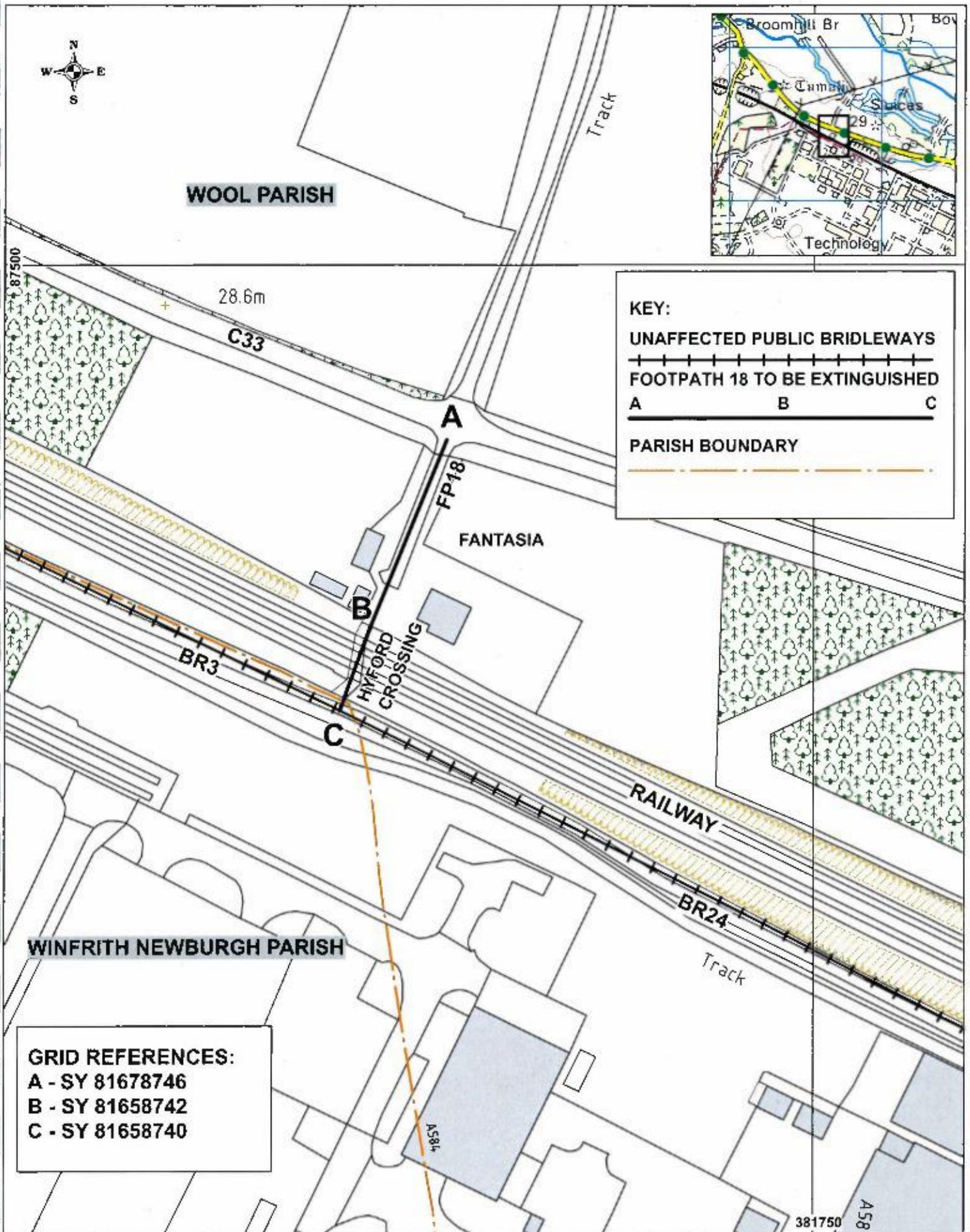
Variation of particulars of path

Footpath 18, Wool in the Purbeck District:

Delete:

From: 816874 To: 816874

Moreton Common Rd opposite Hyford Cottage to Winfrith.



KEY:

UNAFFECTED PUBLIC BRIDLEWAYS
 + + + + +

FOOTPATH 18 TO BE EXTINGUISHED
 A B C

PARISH BOUNDARY
 - - - - -

GRID REFERENCES:
 A - SY 81678746
 B - SY 81658742
 C - SY 81658740

DORSET COUNTY COUNCIL (FOOTPATH 18, WOOL AT HYFORD) PUBLIC PATH EXTINGUISHMENT ORDER 2018

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Dorset County Council

Ref:17/11
 Date: 12/07/2017
 Scale 1:1000
 Drawn By: CAM
 Cent X: 391600
 Cent Y: 87428

GEOGRAPHICAL INFORMATION SYSTEMS

Dorset County Council

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Regulatory Committee

8

Dorset County Council



Date of meeting	7 December 2017
<u>Local Member(s):</u> Cllr Cherry Brooks - Member for South Purbeck <u>Lead Officer</u> Carol McKay, Definitive Map Technical Officer (Public Path Orders)	
Subject of report	Application to extinguish Footpath 18, Wool at Hyford
Executive summary	This report considers an application to extinguish Footpath 18, Wool at Hyford as shown on Drawing 17/11 (Appendix 1).
Applicant	Network Rail
Impact Assessment:	Equalities Impact Assessment: n/a
	Use of Evidence: The applicant consulted the local Parish Council and key user groups before submitting the application in order to establish whether the proposals would have support. A full consultation exercise was carried out in September / October 2017, which involved user groups, local councils, those affected and anyone who had already contacted Dorset County Council regarding this application. The County Councillor for South Purbeck, Councillor Cherry Brooks, was also consulted. In addition notices explaining the application were erected on site. Comments received have been discussed in this report.

Page 2 Application to extinguish Footpath 18, Wool at Hyford

	<p>Budget :</p> <p>The applicant has agreed to pay in accordance with the County Council's usual scale of charges and also for the cost of advertising the Order and subsequent Notice of Confirmation. The law does not permit the County Council to charge the applicant for the cost of obtaining confirmation by the Secretary of State if an Order is the subject of an objection.</p> <p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: LOW Residual Risk: LOW</p> <p>Other implications:</p> <p>Sustainability – n/a</p> <p>Property and Assets – n/a</p> <p>Voluntary Organisations – n/a</p> <p>Community Safety – The extinguishment of Footpath 18, Wool would remove the risk of accident to pedestrians using the level crossing known as 'Hyford'.</p> <p>Physical Activity – n/a</p>
Recommendations	<p>That:</p> <p>(a) The application to extinguish Footpath 18, Wool from A – B – C as shown on Drawing 17/11 (Appendix 1) be accepted and an order made;</p> <p>(b) The Order include provisions to modify the definitive map and statement to record the changes made as a consequence of the extinguishment; and</p> <p>(c) If the Order is unopposed, or if any objections are withdrawn, it be confirmed by the County Council without further reference to the Committee.</p>

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Reasons for Recommendations	<p>(a) The proposed extinguishment meets the legal criteria set out in the Highways Act 1980.</p> <p>(b) The inclusion of these provisions in a public path order means that there is no need for a separate legal event order to modify the definitive map and statement as a result of the extinguishment.</p> <p>(c) The proposed extinguishment also meets the criteria for confirmation as required by the Highways Act 1980.</p> <p>Decisions on applications for public path orders ensure that changes to the network of public rights of way comply with the legal requirements and supports the Corporate Plan 2017-18 Outcomes Framework:</p> <p>People in Dorset are Healthy:</p> <ul style="list-style-type: none"> • To help and encourage people to adopt healthy lifestyles and lead active lives • We will work hard to ensure our natural assets are well managed, accessible and promoted. <p>Dorset's economy is Prosperous:</p> <ul style="list-style-type: none"> • To support productivity we want to plan communities well, reducing the need to travel while 'keeping Dorset moving', enabling people and goods to move about the county safely and efficiently <p>Before confirming a public path creation, diversion or extinguishment order a council or the Secretary of State must have regard to any material provision of a rights of way improvement plan prepared by the local highway authority. Dorset's Rights of Way Improvement Plan sets out a strategy for improving its network of Public Rights of Way, wider access and outdoor public space.</p>
Appendices	<p>1 - Drawing 17/11</p> <p>2 - Drawing 17/12</p> <p>3 - Summary of consultation responses</p> <p>4 - Risk Assessment March 2015 (Network Rail)</p>
Background Papers	The file of the Service Director, Highways and Emergency Planning (ref. RW/P193)
Report Originator and Contact	<p>Carol McKay</p> <p>Definitive Map Technical Officer (Public Path Orders) Regulation Team, Dorset Highways</p> <p>Tel: (01305) 225136</p> <p>email: c.a.mckay@dorsetcc.gov.uk</p>

Page 4 Application to extinguish Footpath 18, Wool at Hyford

1 Background

- 1.1 The County Council has received an application from Network Rail to extinguish Footpath 18, Wool as shown on Drawing 17/11 attached as Appendix 1.
- 1.2 The extinguishment of Footpath 18, Wool would enable Network Rail to close the level crossing known as 'Hyford'.
- 1.3 With the support of the Office of Rail Regulation, Network Rail is running an investment programme to improve safety and reduce risk where public highways or public rights of way cross the railway.
- 1.4 The Ramblers, Wool Parish Council and Winfrith Newburgh & East Knighton Parish Council were consulted about the proposed extinguishment before the application was submitted and no objections were raised.
- 1.5 The owner of 'Fantasia' who owns the land as shown between points A and B on Drawing 17/11, has agreed to the proposed extinguishment.
- 1.6 The current definitive route of Footpath 18, Wool runs from point A on the C33 road alongside the property 'Fantasia', south south west to point B then continuing south south west across the railway line to meet Bridleway 24, Wool and Bridleway 3, Winfrith Newburgh at point C north of the Dorset Green Technology Park (formerly Winfrith Technology Centre) to the west of Wool.
- 1.7 From point A, the footpath runs along a surfaced driveway and short section of grass to a kissing gate at point B. There is a step up to the kissing gate. Between points B and C the railway lines are crossed at track level using a flat wooden deck between the rails. Footpath users must step up onto the railway crossing, increasing the risk for walkers using this crossing. The footpath continues through a second kissing gate and onto a wide grass path where it joins Bridleway 24, Wool and Bridleway 3, Winfrith Newburgh at point C.
- 1.8 The existing footpath has limited accessibility and is unsuitable for mobility impaired users due to the steps either side of the railway crossing and up to the kissing gate at point B.
- 1.9 The length of Footpath 18, Wool to be extinguished is approximately 59 metres.
- 1.10 Network Rail assigns a relative risk to each level crossing using an All Level Crossing Risk Model (ALCRM). The process considers the type of crossing, number of people using it and whether users are vulnerable and or infrequent, the sighting for users and speed of trains. Level crossings are rated A – M for Individual risk (which applies to crossing users only), with A being the highest risk and M the lowest, and 1 – 13 for Collective Risk (which applies to all people using the crossing including pedestrians, vehicles, staff and passengers) with 1 being the highest risk and 13 the lowest.

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- 1.11 Network Rail carried out a risk assessment in March 2015 (attached as Appendix 4) and the level crossing at Hyford scored a rating of C8 which indicates a high individual risk. The speed and frequency of trains and sun glare are key risk drivers at this crossing.
- 1.12 The highest risk at this level crossing is a fatality occurring. The crossing is on a double track section of line with a maximum speed of 85 mph in both directions.
- 1.13 There are no whistle boards associated with the Hyford crossing. However, trains are required to sound their horns if they see someone on the crossing.
- 1.14 Should the extinguishment be successful, trains will no longer be required to sound their horns, which will be a direct benefit to residents in the area.
- 1.15 Network Rail is unable to provide a bridge or tunnel as an alternative due to the topography of the area. There is insufficient land to provide a stepped footbridge at the site of the level crossing. Land purchase would also be required to facilitate footings. A subway cannot be provided, due to the lay of the land and the risk of flooding.
- 1.16 There is no viable diversion route available. However there is an alternative crossing via an underpass within 500 metres of Hyford.
- 1.17 Network Rail has applied for both the crossing and the approach on the northern side of the railway to be stopped up. This will ensure that the extinguishment does not leave a dead-end route between A and B, which would be undesirable as the rights of way network would be disconnected.
- 1.18 If Footpath 18, Wool is successfully extinguished, walkers can use an alternative route to travel from point A to point C. From point A, pedestrians can walk approximately 425 metres south east along the C33 road to the junction with Bridleway 24, Wool. Bridleway 24, Wool runs along a track and under the railway at Soldiers Bridge and continues north west, parallel with the railway to the parish boundary then continues as Bridleway 3, Winfrith to point C as shown on Drawing 17/12 (attached as Appendix 2). There is a grass verge alongside part of the C33.
- 1.19 If the extinguishment order is successful, the existing level crossing furniture, signs and kissing gates will be removed and Network Rail's boundary will be securely fenced off in order to prevent unauthorised access and trespass onto the railway. In addition, signs will be erected to notify walkers of the footpath closure and the alternative route via Bridleway 24, Wool.
- 1.20 Network Rail will be responsible for the works required to erect and maintain the necessary barriers and signs.
- 1.21 The relevant legal tests are set out below.

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2 LawHighways Act 1980

- 2.1 Section 118A of the Highways Act 1980 says that the County Council may, by order, extinguish a footpath crossing a railway, other than by a tunnel or bridge, where it considers the stopping-up expedient in the interest of the safety of members of the public, who use, or are likely to use, the path in question.
- 2.2 The extinguishment order may stop up not only the crossing itself but also any adjacent lengths of path up to an intersection with another highway to avoid leaving a cul-de-sac path.
- 2.3 A rail crossing extinguishment order cannot be confirmed as an unopposed order unless the County Council are satisfied that it is expedient to do so having regard to all the circumstances, and in particular to:
- (a) whether it is reasonably practicable to make the crossing safe for use by the public, and
 - (b) what arrangements have been made for ensuring that, if the order is confirmed, any appropriate barriers and signs are erected and maintained.
- 2.4 The Secretary of State has issued Circular 1/2009, which contains guidance about the factors that should be taken into account when considering expediency. These include the use of the path, the risk to the public, the effect on the network as a whole, the opportunity for alternative measures and the cost of any alternatives. The Circular guidance is not law but provides a useful guide to the Section 118A tests.
- 2.5 The County Council may itself confirm the order if it is unopposed. If it is opposed it may be sent to the Secretary of State for confirmation.
- 2.6 Section 29 of the Highways Act 1980, as amended by Section 57 of the Countryside and Rights of Way Act 2000, says that when making extinguishment orders the County Council must have regard to the needs of agriculture, forestry and nature conservation and the desirability of conserving flora, fauna and geological and physiographical features. "Agriculture" includes the breeding and keeping of horses (for Section 29).

Wildlife and Countryside Act 1981

- 2.7 Section 53A of the Wildlife and Countryside Act 1981 enables provisions to amend the definitive map and statement required by virtue of an extinguishment order to be included in the extinguishment order instead of being the subject of a separate legal event order.

Human Rights Act 1998 – Human rights implications

- 2.8 The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:

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Article 8 - Right to respect for private and family life

The First Protocol, Article 1 - Protection of Property

- 2.9 When considering whether it is expedient to make the order a council must have due regard of any argument put forward by an adjoining landowner that their rights under Article 8 and Article 1 of the First Protocol would be infringed.
- 2.10 Section 28 of the Highways Act 1980 provides that a person with an interest in land affected by the consequence of the coming into operation of a public path order can make a claim for compensation for the depreciation of land value or damage suffered by being disturbed in his enjoyment of land.

Rights of Way Improvement Plan

- 2.11 Dorset County Council's Rights of Way Improvement Plan (ROWIP) is a statutory document setting out a strategy for improving its network of Public Rights of Way, wider access and outdoor public space.
- 2.12 Before confirming a public path creation, diversion or extinguishment order a council or the Secretary of State must have regard to any material provision of a rights of way improvement plan prepared by the local highway authority.
- 2.13 Five themes have been identified for improving access in Dorset of which the following is particularly relevant to the present case and should be considered in relation to this application:
- Theme 1.6 Improve accessibility of the network

3 Compliance with the law

- 3.1 It is considered that the proposed extinguishment of Footpath 18, Wool is expedient in the interest of the safety of members of the public who use, or are likely to use the footpath.
- 3.2 Network Rail has indicated that there is a high individual risk to pedestrians using the crossing.
- 3.3 Under the proposal the full length of Footpath 18 would be extinguished. It is considered expedient to extinguish Footpath 18, Wool from its junction with the C33 Road at point A to its junction with Bridleway 24, Wool and Bridleway 3, Winfrith Newburgh at point C since alternative routes are available via public highway and it is not desirable to leave a cul-de-sac footpath. Additionally, walkers may be tempted to trespass onto the closed section of railway if the footpath is retained between points A and B.
- 3.4 The extinguishment will have no adverse effect on agriculture, forestry, flora, fauna and geological and physiographical features.
- 3.5 Land served by the footpath is not adversely affected by the removal of the public right of way.

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- 3.6 Network Rail carried out a nine day camera survey in March 2015 to establish public use of the crossing before submitting the application to extinguish Footpath 18, Wool. The survey results indicated that the path is used on average up to once a day.
- 3.7 As the footpath has a low level of use, the impact of closing it is minimal. The alternative route via Bridleway 24, Wool is fundamentally safer as it crosses the railway via an underpass.
- 3.8 The primary benefit of the extinguishment is that it removes all risk of an incident at the level crossing by closing it.
- 3.9 If the extinguishment were successful, trains will no longer be required to sound their horns on seeing someone at the crossing, which would improve the amenity of the area and reduce noise for local residents.
- 3.10 The proposed extinguishment affects the land of the applicant (Network Rail) and one additional landowner, Mr Whitmarsh, who has agreed to the proposal. It is therefore anticipated that no compensation would be payable under Section 28 of the Highways Act 1980.
- 3.11 The proposed extinguishment has been examined in the context of the Rights of Way Improvement Plan (ROWIP). Whilst the proposal removes a footpath from the local network of paths, it also improves accessibility of the network by removing a route with narrow kissing gates, steps and a rail crossing. The existing path has limited accessibility and is unsuitable for mobility impaired users.
- 3.12 A rail crossing extinguishment order cannot be confirmed as an unopposed order unless the County Council are satisfied that it is expedient to do so having regard to all the circumstances, and in particular to:
- Whether it is reasonably practicable to make the crossing safe for use by the public, and
 - What arrangements have been made for ensuring that, if the order is confirmed, any appropriate barriers and signs are erected and maintained.
- 3.13 Network Rail has indicated that it is not viable to provide a bridge or tunnel at the Hyford level crossing. The low level of use at this crossing does not justify the high cost of providing a bridge or tunnel.
- 3.14 Upon any confirmation of a rail crossing extinguishment order, the existing level crossing furniture, signs and the kissing gates will be removed.
- 3.15 Network Rail's boundary will be securely fenced off in order to prevent unauthorised access and trespass onto the railway. Signs will be provided to notify users of the extinguishment and the alternative crossing via Bridleway 24, Wool. These arrangements will be specified in the Rail Crossing Extinguishment Order.
- 3.16 If there are no objections to a rail crossing extinguishment order, as the criteria for confirmation have been met the order should be confirmed.

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4 Consultation

- 4.1 The County Council has carried out a wide consultation and one objection to the proposal has been received, from the Open Spaces Society (OSS).
- 4.2 The OSS considers that the sightlines at the level crossing are good and that few trains would be travelling at 80mph due to the proximity of Wool station.
- 4.3 Network Rail has assessed the crossing as high risk due to the sightlines and speed and frequency of trains. Trains pass the crossing at a speed of up to 85mph. It should be noted that not all trains stop at Wool station.
- 4.4 The OSS believes that Network Rail has underestimated use of the crossing and that if use is low the risk of an accident must also be low. They suggest that stop lights could be installed if use increases in the future.
- 4.5 Network Rail has carried out a camera survey to establish usage of the crossing and therefore the average use of the crossing is based on a nine day survey.
- Miniature Stop Lights are not considered a viable option at Hyford crossing as they do not fully control the risk and high cost of installation would be disproportionate to the level of risk reduction achieved, thus presenting a negative cost benefit analysis for this option.
- 4.6 The OSS also feels that Footpath 18, Wool provides a useful link to Bridleway 3, Winfrith Newburgh and Bridleway 24, Wool allowing walkers to do a circular walk.
- Whilst it is recognised that the closure of the footpath will result in a loss of amenity for a small number of walkers, the crossing is identified as high risk and therefore it is expedient to extinguish it in the interest of the safety of members of the public who use, or are likely to use the footpath.
- 4.7 The Ramblers have indicated that, whilst they normally object to extinguishments, in line with their policy, they are unlikely to object to the proposed extinguishment of Footpath 18, Wool. They raise several points, which are summarised in Appendix 3.
- With regards to The Ramblers' comment regarding sightlines at the junction of Bridleway 24, Wool and the C33, a request for the County Council to cut back vegetation can be made as this is within Dorset County Council's remit. It is not viable to widen the highway verge and increasing the road signage would be against County Council policy.
- 4.8 The Ramblers also query the status of a track from Bridleway 24 through Burton Heath to the road opposite Footpath 22 and ask for more information regarding the underpass at Soldiers Bridge.
- The track is not recorded as a public right of way and the land does not belong to Network Rail.

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- The underpass is wide and high enough for horseriders to pass through easily and therefore more than adequate for walkers.
 - This information has been passed on to The Ramblers.
- 4.9 Winfrith Newburgh & East Knighton Parish Council and Wool Parish Council were consulted prior to the public consultation and neither objected to the proposed extinguishment.
- 4.10 The County Councillor for South Purbeck, Councillor Brooks, was consulted on the proposals and made no comment.
- 4.11 Consultation responses are summarised in Appendix 3.

5 Conclusions

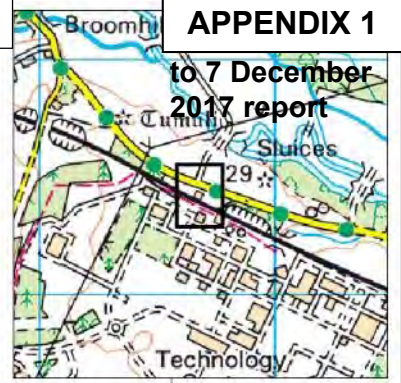
- 5.1 Under Section 118A of the Highways Act 1980 the County Council may, by order, extinguish a footpath crossing a railway, other than by a tunnel or bridge, where it considers the stopping-up expedient in the interest of the safety of members of the public, who use, or are likely to use, the path in question.
- 5.2 The application to extinguish Footpath 18, Wool meets the tests set out under the Highways Act 1980 as the crossing has been assessed by Network Rail as high risk for pedestrians and therefore should be accepted and an order made.
- 5.3 The Order should include provisions to modify the definitive map and statement to record the changes made as a consequence of the extinguishment.
- 5.4 If there are no objections to a rail crossing extinguishment order, as the criteria for confirmation have been met the order should be confirmed.

Andrew Martin

Service Director, Highways and Emergency Planning

November 2017

to 7 December 2017 report



WOOL PARISH

87500

C33

Track

KEY:

UNAFFECTED PUBLIC BRIDLEWAYS

FOOTPATH 18 TO BE EXTINGUISHED

A B C

PARISH BOUNDARY

FANTASIA

HYFORD CROSSING

FP18

BR3

RAILWAY

BR24

WINFRITH NEWBURGH PARISH

GRID REFERENCES:

A - SY81678746

B - SY81658742

C - SY81658740

THIS MAP IS NOT DEFINITIVE AND HAS NO LEGAL STATUS

381750

**SECTION 118A HIGHWAYS ACT 1980
APPLICATION FOR A PUBLIC PATH RAIL
CROSSING ORDER**

PROPOSED EXTINGUISHMENT OF FOOTPATH 18, WOOL AT HYFORD

Ref:17/11

Date: 12/07/2017

Scale 1:1000

Drawn By: CAM

Cent X: 381683

Cent Y: 87428

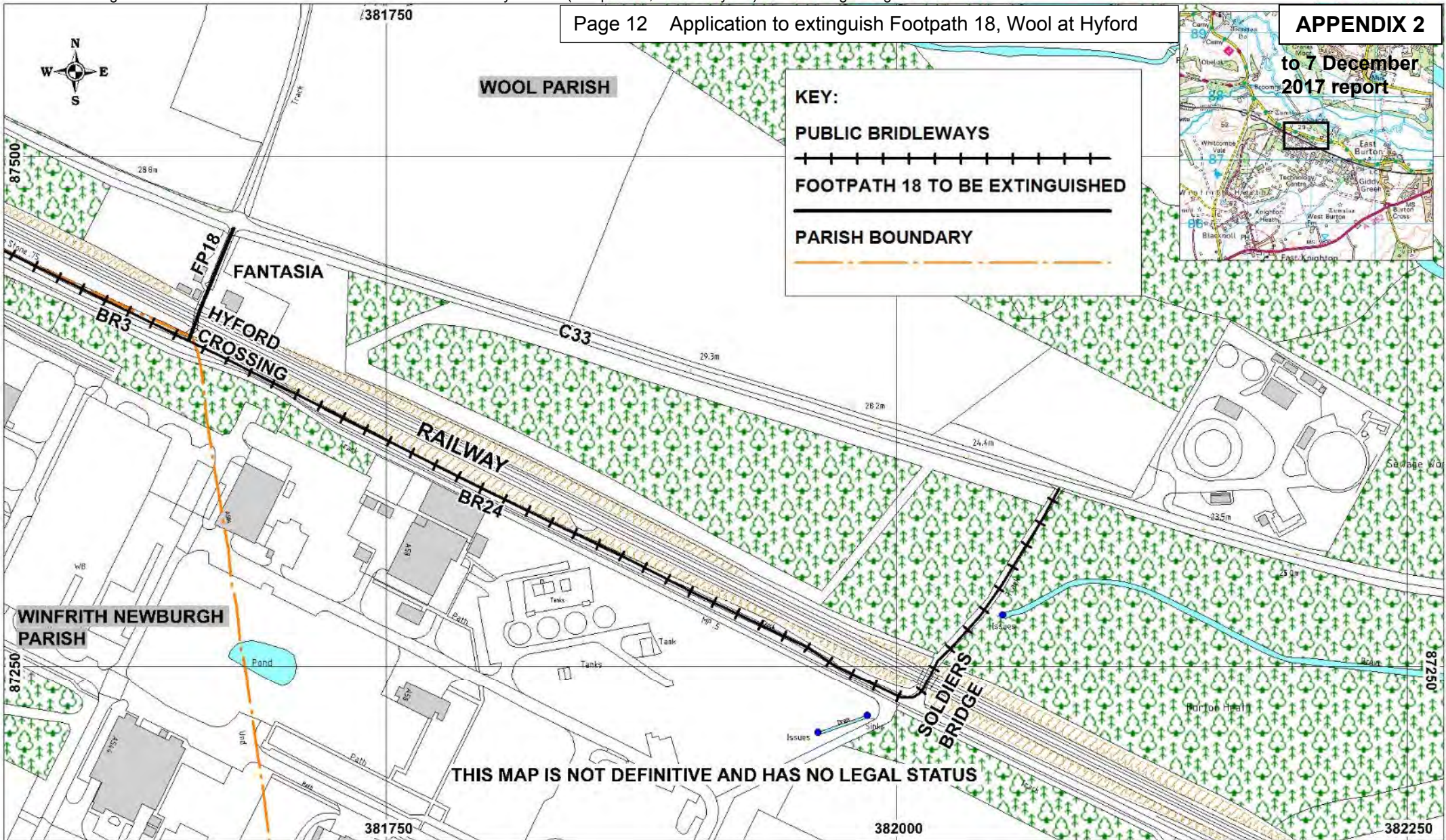
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to 7 December 2017 report



OVERVIEW OF PUBLIC RIGHTS OF WAY HYFORD CROSSING & SOLDIER'S BRIDGE

Ref: 17/12
 Date: 13/07/2017
 Scale 1:2500
 Drawn By: CAM
 Cent X: 381916
 Cent Y: 87370

GEOGRAPHICAL INFORMATION SYSTEMS



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Summary of consultation responses

Name	Comments
Southern Gas Networks	No apparatus indicated on plan
Wessex Water	No comments.
The Ramblers	<p>Indicate that whilst the Ramblers' normal policy is to object to extinguishments, they are unlikely to object to the Order. Wish to raise the following points:</p> <ul style="list-style-type: none"> • Sightlines at junction of FP18 and C33 are better than at the junction of BR24 and the C33 (with blind summits along road) • Registered Common Land north of C33 is only accessible further east of BR24 • Suggest mitigating loss of footpath with improvements to highway verge and road signage • Query re status of track from BR24 through heath to join opposite FP 22. • Request for information on Soldiers Bridge underpass (height and width), and also most recent National Rail assessment of Hyford crossing
Senior Archaeologist, Dorset County Council	There are at present no recorded archaeological finds or features or historic buildings on or in the vicinity of the routes affected by this application. Number of features recorded in the wider vicinity but they not constitute a constraint in the context of this proposal.
The Open Spaces Society	Unhappy about application – would object if order made. Sightlines at crossing are good, few trains travel at 80mph due to proximity of Wool station. Believes that more than one person a day use crossing. If usage is low, risk of accident must also be low. Installation of stop lights would be worthwhile if usage increases. Footpath 18 links to Bridleway 3, Winfrith Newburgh and Bridleway 24, Wool allowing circular walks using road.

Risk Assessment March 2015 (Network Rail)



NARRATIVE RISK ASSESSMENT – PASSIVE TEMPLATE FINAL v2.0

PASSIVE LEVEL CROSSING RISK ASSESSMENT

1. LEVEL CROSSING OVERVIEW AND ENVIRONMENT

1.1 LEVEL CROSSING OVERVIEW

This is a risk assessment for Hyford level crossing.

Crossing details	
Name	Hyford
Type	FPW
Crossing status	Public Footpath
Overall crossing status	Open
Route name	Wessex
Engineers Line Reference	BML2, 127m, 54ch
OS grid reference	SY817874
Number of lines crossed	2
Line speed (mph)	80
Electrification	3 rd Rail
Signal box	Basingstoke (Dorset Coast)

Risk assessment details	
Name of assessor	Steve Barker
Post	Level Crossing Manager
Date completed	26/03/2015
Next due date	26/06/2017
Email address	stephen.barker@networkrail.co.uk
Phone number	07808245689

ALCRM risk score	
Individual risk	C
Collective risk	8
FWI	0.000030903

1.2 INFORMATION SOURCES

The table below shows the stakeholder consultation that was undertaken as part of the risk assessment.

Consulted	Attended site
Local resident	Yes

Stakeholder consultation and attendance notes:

Regularly speak to the owner of the house adjacent to crossing

The reference sources used during the risk assessment included:

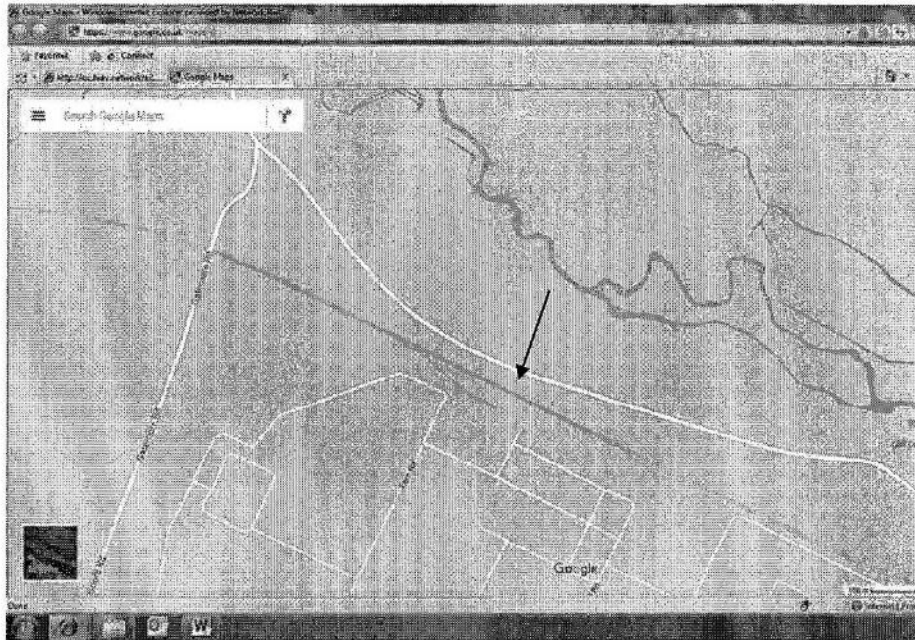
- Census, Other (Google maps), CCIL, OMNI.

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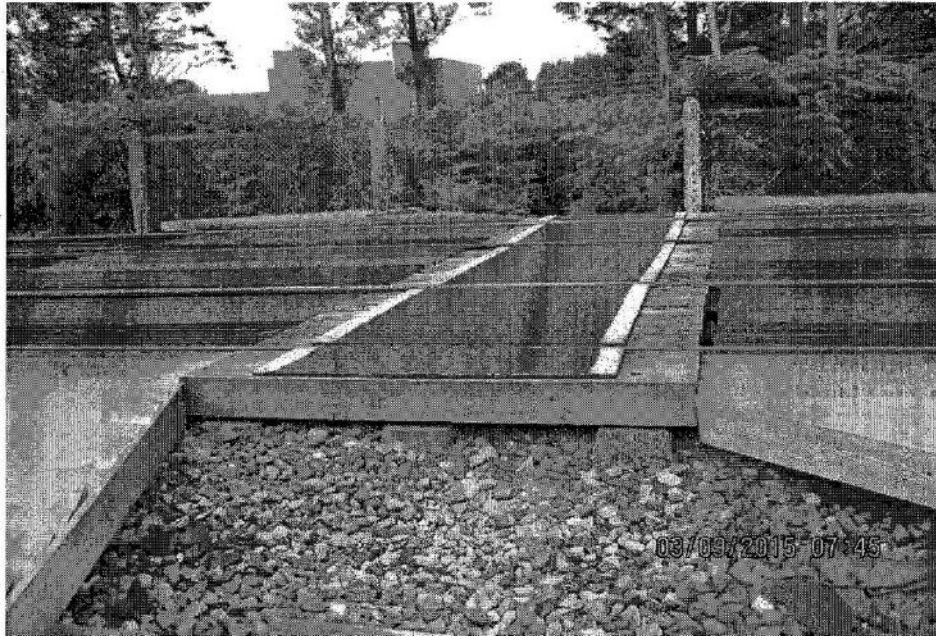
1.3 ENVIRONMENT

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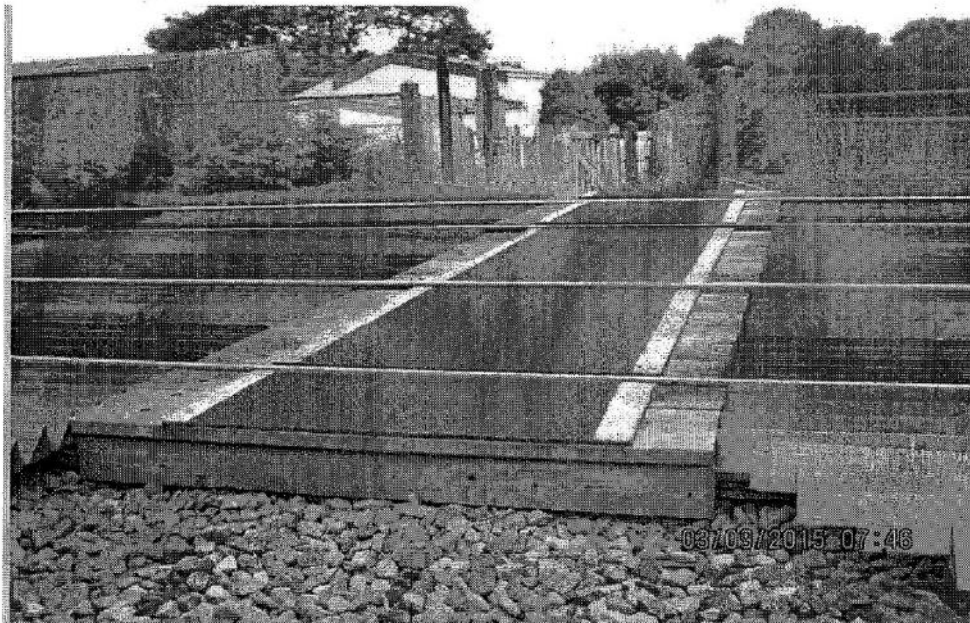




Up side crossing approach



Down side crossing approach



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The environment surrounding Hyford level crossing consists of rural area with fields or other open land in the vicinity.

It is a public footpath level crossing which is located on East Burton Road. There are no stations visible at the level crossing.

At Hyford level crossing the orientation of the road/path from the north is 20°; the orientation of the railway from the north to the up line in the up direction is 120°. Low horizon can result in sun glare; sun glare is a known issue.

There are no planned or apparent developments near the crossing which may lead to a change or increase in use or risk.

Site visit general observations:

The nearby ex Winfrith AEE establishment has a bridleway round its fence line and at Hyford the footpath comes from the bridleway to Burton Road only. The FP is used to access the bridleway from the public road

2. LEVEL CROSSING USAGE

2.1 RAIL

The train service over Hyford level crossing consists of passenger trains. There are 68 trains per day. The highest permissible line speed of trains is 80mph. Trains are timetabled to run for 18 hours per day.

Assessor's notes:

2.2 USER CENSUS DATA

A 24 hour census was carried out on 26/03/2015 by Steve Barker. The census applies to 100% of the year.

The census taken on the day is as follows:

Pedestrians	1
Pedal cyclists	0
Horses / riders	0
Animals on the hoof	0

Available information indicates that the crossing does not have a high proportion of vulnerable users.

Vulnerable user observations:

Nil

Available information indicates that the crossing does not have a high number of irregular users.

Irregular user observations:

Nil

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Information gathered indicates that Hyford level crossing does not have a high number of users during the night or at dusk.

Site visit night / dusk user observations:

Info not available but there is a high probability due to location that there is no users during the hours of darkness

Assessor's general census notes:

Cameras were installed for 7 days and an average was taken. Over the 7 days the max in one day was 1 crossing.

2.3 USER CENSUS RESULTS

ALCRM calculates usage of the crossing to be 0 road vehicles and 1 pedestrians and cyclists per day.

3. RISK OF USE

3.1 SIGHTING AND TRAVERSE

At Hyford level crossing, the decision point and traverse lengths are calculated as:

	Decision point (m)	Traverse length (m)	Measured from
Up side	2	9	Centre of FP
Down side	2	9	Centre of FP

Timber decking is provided over the level crossing. The decking is considered to be wide enough for all users of the crossing. It is fitted with a non slip surface.

The traverse times are calculated as:

	Traverse time (s)
Pedestrians	8.57

The current census has not identified a high proportion of vulnerable users. Therefore, the pedestrian traverse time has not been increased.

Assessor's traverse time notes:

Due to users having to step up onto the crossing the traverse time has been increased by 1 second

Sighting was measured by the following means:

- Using known references



Sighting, measured in metres, at Hyford level crossing is recorded as:

All distances are recorded in metres	Minimum sighting distance required	Measured sighting distance	Sighting distance measured to	Is sighting compliant?	If deficient, is sighting distance mitigated?	Notes on deficient sighting time mitigations
Up side looking toward up direction train approach	271	656	Broom Hill Bridge No.105	Yes		
Up side looking toward down direction train approach	271	628	127.25MP	Yes		
Down side looking toward up direction train approach	271	472	128MP	Yes		
Down side looking toward down direction train approach	271	628	127.25MP	Yes		

Sighting restrictions are recorded as follows:

	Up Direction	Down Direction
Nothing; vanishing point	NO	NO
Track curvature	YES	YES
Permanent structure (building/wall etc)	NO	NO
Signage or crossing equipment	NO	NO
Vegetation	NO	NO
Bad weather on the day of visit	NO	NO
Other	NO	NO

There are no known obstructions that could make it difficult for users to see approaching trains. There are no known issues with foliage, fog or other issues that might impair visibility of the crossing, crossing equipment or approaching trains.

Actions to improve sighting have not been identified.

Assessor's improving sighting and decision point notes

--

Assessor's general sighting and traverse notes:

--

3.2 EVALUATION OF MITIGATIONS

3.3 CROSSING APPROACHES

The signs at Hyford level crossing are located on the direct route a user would take over the level crossing, they are positioned so that they are clearly visible to users taking a direct route over the level crossing. The visibility of the signs is reduced at night or at dusk.

The approaches to the crossing within the boundary fence are considered to be steep, slippery or present a tripping hazard to users.

*Assessor's notes:*

--

There are no adjacent sources of light or noise that could affect a users' ability to see or hear approaching trains.

Assessor's general crossing approach notes:

No crossing illumination

3.4 AT THE CROSSING – ANOTHER TRAIN COMING RISK

Trains are occasionally known to pass each other at this crossing.

Assessor's another train coming notes:

Whilst it is not usual for 2 trains to pass at Hyford there is always a chance it may happen
--

3.5 INCIDENT HISTORY

A level crossing safety event has not been known to occur at Hyford level crossing in the last twelve months.

Assessor's incident history notes:

--

4. ALCRM CALCULATED RISK*Hyford level crossing ALCRM results*

Key risk drivers: ALCRM calculates that the following key risk drivers influence the risk at this crossing:

- Frequent trains
- Sun glare

Assessor's key risk drivers notes

--

Safety risk			
Compared to other crossings the safety risk for this crossing is	Individual risk		Collective risk
	C		8
	Individual risk (fraction)	Individual risk (numeric)	
Car	0	0	0
Van / small lorries	0	0	0
HGV	0	0	0
Bus	0	0	0
Tractor / farm vehicle	0	0	0
Cyclist / Motor cyclist	0	0	0
Pedestrian	1 in 23764	0.000042079	0.000030718
			Derailment contribution
Passengers			0
Staff			0.000000185
Total			0.000030903
Collision frequencies	Train / user	User equipment	Other

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Vehicle	0	0	0	
Pedestrian	0.000037006	0.000008768	0.000024017	
Collision risk	Train / user	User equipment	Other	
Vehicle	0	0	0	
Pedestrian	0.000030049	0.00000014	0.000000528	

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5. OPTION ASSESSMENT AND CONCLUSIONS

5.1 OPTIONS EVALUATED

The options evaluated to mitigate the risks at Hyford crossing include:

Option	Term ¹	ALCRM risk score	ALCRM FWI	Safety Benefit	Cost	Benefit Cost Ratio	Status	Comments
Closure with a diversion of 400m via Soldiers Bridge No.104	Full	M13	OEO	3.0903E-5	£7,500	3.99	Open	Recommend

NOTES

Network Rail always evaluates the need for short¹ and long term risk control solutions. An example of level crossing risk management might be; a short term risk control of a temporary speed restriction with the long term solution being closure of the level crossing and its replacement with a bridge.

¹ Includes interim

CBA gives an indication of overall business benefit. It is used to support, not override, structured expert judgement when deciding which option(s) to progress. CBA might not be needed in all cases, e.g. standard maintenance tasks or low cost solutions (less than £5k).

The following CBA criteria are used as a support to decision making:

- benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

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5.2 CONCLUSIONS

Assessor's notes:

Due to the extremely low usage, the high cost of bridge installation and the close proximity of a suitable diversion (Soldiers Bridge No104 400m from crossing) it is concluded that the only logical way of reducing risk is to close the footpath and divert the footpath via Soldiers Bridge.

The footpath across the railway only leads to the public road and does not take continue elsewhere. During the time of the census there was a maximum of one crossing per day.

6 APPROVALS

Prepared By: Steve Barker	Signature:
	Job Title: Level Crossing Manager
Date:	
Approved By: (RLCM)	Signature:
	Job Title:
Date:	
Approved By:	Signature:
	Job Title:
Date:	



ANNEX A – ADDITIONAL PHOTOGRAPHS

Description:

Description:

Description:

Description:

Description:

Description:



ANNEX B – HAZARD IDENTIFICATION AND RISK CONTROLS

The table below is intended for use by risk assessors when identifying hazards and risk control solutions. It is not an exhaustive list or presented in a hierarchical order.

	Hazard	Control
Road vehicle and train collision risk	<p>Examples at the crossing include:</p> <ul style="list-style-type: none"> insufficient sighting and / or train warning for all vehicle types; known to be exacerbated by the driving position, e.g. tractor. level crossing equipment and signage is not conspicuous or optimally positioned instructions for safe use might be misunderstood e.g. signage clutter detracts from key messages, conflicting information given high volume of unfamiliar users, e.g. irregular visitors, migrant workers known user complacency leading to high levels of indiscipline, e.g. failure to use telephone, gates left open type of vehicle unsuitable for crossing; <ul style="list-style-type: none"> large, low, slow making access or egress difficult and / or vehicle is too heavy for crossing surface risk of grounding and / or the severity of the gradient adversely affects ability to traverse poor decking panel alignment / position on skewed crossing where telephones are provided, users experience a long waiting time due to: <ul style="list-style-type: none"> long signal section (Signaller unaware of exact train location) high train frequency insufficient or excessive strike in times at MSL crossings high chance of a second train coming high line speed and / or high frequency of trains unsuitable crossing type for location, train service, line speed and vehicle types 	<p>Controls can include:</p> <ul style="list-style-type: none"> optimising the position of equipment and / or signs removing redundant and / conflicting signs engaging with signalling engineers to optimise strike in times upgrading of asset to a higher form of protection downgrading of crossing by removing vehicle access rights optimising sighting lines and / or providing enhanced user based warning system, e.g. MSL re-profiling of crossing surface engaging with stakeholders / authorised users to reinforce safe crossing protocol, legal responsibilities and promote collaborative working widening access gates and / or improving the crossing surface construction material realigning or installing additional decking panels to accommodate all vehicle types implementing train speed restriction or providing crossing attendant
Pedestrian and train collision risk	<p>Examples include:</p> <ul style="list-style-type: none"> insufficient sighting and / or train warning ineffective whistle boards; warning inaudible, insufficient warning 	<p>Controls can include:</p> <ul style="list-style-type: none"> optimising the position of equipment and / or signs removing redundant and / conflicting signs

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	Hazard	Control
	<p>time provided, known high usage between 23:00 and 07:00</p> <ul style="list-style-type: none"> • high chance of a second train coming • high line speed and / or high frequency of trains • level crossing equipment and signage is not conspicuous or optimally positioned • location and position of level crossing gates mean that users have their backs to approaching trains when they access the level crossing, i.e. users are initially unsighted to trains approaching from their side of the crossing • instructions for safe use might be misunderstood e.g. signage clutter detracts from key messages, conflicting information given • surface condition or lack of decking contribute to slip trip risk • known high level of use during darkness • increased likelihood of user error, e.g. crossing is at station • free wicket gates might result in user error • high volume of unfamiliar users, e.g. irregular visitors / ramblers, equestrians • complacency leading to high levels of indiscipline, e.g. users are known to rely on knowledge of timetable. • high level of use by vulnerable people • where telephones are provided i.e. bridleways, users experience a long waiting time due to: <ul style="list-style-type: none"> - long signal section (Signaller unaware of exact train location) - high train frequency • insufficient or excessive strike in times at MSL crossings • unsuitable crossing type for location, train service, line speed and user groups • high usage by cyclists • degree of skew over crossing increases traverse time and users' exposure to trains • crossing layout encourages users not to cross at the designed decision point; egress route unclear especially during darkness 	<ul style="list-style-type: none"> • upgrading of asset to a higher form of protection • optimising sighting lines, e.g. de-vegetation programme, repositioning of equipment or removal of redundant railway assets • implementing train speed restriction or providing crossing attendant • providing enhanced user based warning system, e.g. MSL • engaging with stakeholders / authorised users to reinforce safe crossing protocol, legal responsibilities and promote collaborative working • installing guide fencing and / or handrails to encourage users to look for approaching trains, read signage or cross at the designed decision point • re-design of crossing approach so that users arrive at the crossing as close to a 90° angle as possible • installing lighting sources • engaging with signalling engineers to optimise strike in times • providing decking or improving crossing surface, e.g. holdfast, strail, non-slip surface • providing cyclist dismount signs and / or chicanes • straightening of crossing deck

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	Hazard	Control
	schools, local amenities or other attractions are known to contribute towards user error	
Pedestrian and road vehicle collision risk	<p>Examples include:</p> <ul style="list-style-type: none"> • a single gate is provided for pedestrian and vehicle users where there is a high likelihood that both user groups will traverse at the same time • the position of pedestrian gate forces / encourages pedestrian users to traverse diagonally across the roadway • road / footpath inadequately separated; footpath not clearly defined • condition of footpath surface increases the likelihood of users slipping / tripping into the path of vehicles 	<p>Controls can include:</p> <ul style="list-style-type: none"> • providing separate pedestrian gates • clearly defining the footpath; renew markings • positioning pedestrian gates on the same side of the crossing • improving footpath crossing surface so it is devoid of potholes, excessive flangeway gaps and is evenly laid • improving crossing surface, e.g. holdfast, strail, non-slip surface
Personal injury	<p>Examples include:</p> <ul style="list-style-type: none"> • skewed crossing with large flangeway gaps results in cyclist, mobility scooter, pushchair or wheelchair user being unseated • condition of footpath surface increases the likelihood of users slipping / tripping • degraded gate mechanism or level crossing equipment • barrier mechanism unguarded / inadequately protected 	<p>Controls can include:</p> <ul style="list-style-type: none"> • improving fence lines • reducing flangeway gaps and straightening where possible • providing decking or improving crossing surface, e.g. holdfast, strail, non-slip surface • straighten / realign gate posts • fully guarding barrier mechanisms

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ANNEX C – ALCRM RISK SCORE EXPLANATION

ALCRM provides an estimate of both the individual and collective risks at a level crossing.

The individual and collective risk is expressed in Fatalities and Weighted Injuries (FWI). The following values help to explain this:

- **1** = 1 fatality per year or 10 major injuries or 200 minor RIDDOR events or 1000 minor non-RIDDOR events
- **0.1** = 20 minor RIDDOR events or 100 minor non-RIDDOR events
- **0.005** = 5 minor non-RIDDOR events

INDIVIDUAL RISK

This is the annualised probability of fatality to a 'regular user'. *NOTE: A regular user is taken as a person making a daily return trip over the crossing; assumed 500 traverses per year.*

Individual risk:

- Applies only to crossing users. It is not used for train staff and passengers
- Does not increase with the number of users.
- Is presented as a simplified ranking:
 - Allocates individual risk into rankings A to M (A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Allows comparison of individual risk to average users across any crossings on the network

Individual Risk Ranking	Upper Value (Probability)	Lower Value (Probability)	Upper Value (FWI)	Lower Value (FW)
A	1 in 1	Greater than 1 in 1,000	1	0.001000000
B	1 in 1,000	1 in 5,000	0.001000000	0.000200000
C	1 in 5,000	1 in 25,000	0.000200000	0.000040000
D	1 in 25,000	1 in 125,000	0.000040000	0.000008000
E	1 in 125,000	1 in 250,000	0.000008000	0.000004000
F	1 in 250,000	1 in 500,000	0.000004000	0.000002000
G	1 in 500,000	1 in 1,000,000	0.000002000	0.000001000
H	1 in 1,000,000	1 in 2,000,000	0.000001000	0.000000500
I	1 in 2,000,000	1 in 4,000,000	0.000000500	0.000000250
J	1 in 4,000,000	1 in 10,000,000	0.000000250	0.000000100
K	1 in 10,000,000	1 in 20,000,000	0.000000100	0.000000050
L	Less than 1 in 20,000,000	Greater than 0	0.000000050	Greater than 0
M	0	0	0	0

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COLLECTIVE RISK

This is the total risk for the crossing and includes the risk to users (pedestrian and vehicle), train staff and passengers.

Collective risk:

- Is presented as a simplified ranking:
 - Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)
 - Can easily compare collective risk between any two crossings on the network

Collective Risk Ranking	Upper Value (FWI)	Lower Value (FW)
1	Theoretically infinite	Greater than 5.00E-02
2	0.050000000	0.010000000
3	0.010000000	0.005000000
4	0.005000000	0.001000000
5	0.001000000	0.000500000
6	0.000500000	0.000100000
7	0.000100000	0.000050000
8	0.000050000	0.000010000
9	0.000010000	0.000005000
10	0.000005000	0.000001000
11	0.000001000	0.000000500
12	0.0000005	0
13	0.00E+00	0.00E+00

APPENDIX 3

to 16 August 2018 report

Application to extinguish Footpath 18, Wool at Hyford

8 The Committee were asked to consider an application to extinguish Footpath 18 Wool, at Hyford having been assessed by Network Rail as being a significant risk at the point at which it crossed the Weymouth to Waterloo railway track over the level crossing. This assessment was part of a national undertaking by Network Rail of the safety of level crossings in looking at whether they remained necessary, relevant and purposeful or whether an alternative means of crossing the track could be found which would significantly reduce that risk. How the assessment had been made was explained, with cameras surveys determining the level of use. The risk assessment carried out in March 2015 rated the level crossing at Hyford as C8, indicating a high individual risk.

A visual presentation showed the basis for the application - this being on safety grounds to minimise the risk of crossing the rail track and so as to avoid any direct conflict with oncoming trains – and what the practicalities of doing this entailed. Photographs and plans showed the characteristics of the footpath proposed to be extinguished, its relationship with the rail track, particularly at the point at which the two met, its setting within the landscape and the points between which it ran, including what impediments preventing it being currently used by those with mobility issues or accessibility requirements. Usage of the route was drawn to the attention of the Committee in terms of numbers and frequency and how this had been assessed. This showed a low use of the crossing which could not justify any alternative means of crossing at that point, either by the provision of a footbridge, tunnel or illuminated warning lights, these being impractical and cost prohibitive. The current route had impediments for those with limited mobility and did not comply with accessibility requirements. What maintenance arrangements would be put in place to ensure the proposal did the job it was designed to do was described, as well as Network Rail's responsibility for ensuring this was done.

What alternative routes there were available to gain access from one side of the railway line to the other – by use of the nearby underpass at Soldier's Bridge - and the means by which this could be achieved was explained. It was impractical to make the crossing safe as it was, with all other alternative options for doing this having been considered and seen to be impractical or unviable.

A judgement had been made that given the current, unsatisfactory visual inadequacies - including sun glare, the configuration of the track and short response times - the frequency and speed of trains and that the means of indicating trains were approaching was limited during the night time - the continued use of the level crossing as it was posed a significant risk and it was necessary to address this. As the application met the tests of the Highways Act 1980, the Committee were asked to accept it and an Order made on that basis.

What consultation had been undertaken and the responses received was explained. The officers report provided responses to all the issues raised by objectors. In particular the alternative means of crossing the line suggested by the objectors had all been assessed but considered to be impractical and unviable. The application was being made on safety grounds as the crossing had been identified as high risk and it was considered that the proposed alternative means for crossing the track were both reasonable and acceptable.

Damian Haynus, Network Rail explained that what was being proposed was based on safety grounds and designed to make accessibility significantly safer and crossing the line more convenient. Network Rail had assessed the crossing as high risk due to the sightlines and speed and frequency of trains, not all of which stopped at Wool station. As alternative options for crossing the line were either impractical, unsuitable or unviable, he felt that the proposals were justified.

As Wool Parish Council had raised no objection to the application, the County Council member for Purbeck South supported the proposals.

Resolved

1. That the application to extinguish Footpath 18, Wool from A – B – C as shown on Drawing 17/11 (Appendix 1) be accepted and an Order made;
2. That the Order include provisions to modify the definitive map and statement to record the changes made as a consequence of the extinguishment; and
3. If the Order is unopposed, or if any objections are withdrawn, it be confirmed by the County Council without further reference to the Committee.

Reasons for Decisions

1. The proposed extinguishment met the legal criteria set out in the Highways Act 1980.
2. The inclusion of these provisions in a public path order meant that there was no need for a separate legal event, order to modify the definitive map and statement as a result of the extinguishment.

3. The proposed extinguishment also meets the criteria for confirmation as required by the Highways Act 1980.

Decisions on applications for public path orders ensured that changes to the network of public rights of way comply with the legal requirements and supported the Corporate Plan 2017-18 Outcomes Framework that People in Dorset are Healthy and Dorset's economy was Prosperous.

Before confirming a public path creation, diversion or extinguishment order a council or the Secretary of State must have regard to any material provision of a rights of way improvement plan prepared by the local highway authority. Dorset's Rights of Way Improvement Plan sets out a strategy for improving its network of Public Rights of Way, wider access and outdoor public space.

**APPENDIX 4
to 16 August 2018 report**

From and please reply to:

Ralph Holmes
1 North Bestwall Road
WAREHAM
BH20 4HX
01929 552806
ralphholmes@outlook.com



TEL 01491 573535
EMAIL hq@oss.org.uk
WEB www.oss.org.uk

Vanessa Penny
Dorset Highways
County Hall
DORCHESTER
DT1 1XJ

April 27 2018

Your Ref: RW/P179a

Dear Ms Penny

EXTINGUISHMENT OF WOOL 18

I am writing on behalf of the Open Spaces Society to strongly object to the order to extinguish footpath 18 at Hyford.

The Society believes the sight lines at the level crossing are good, but the installation of whistle boards to ensure all trains sound their horns would give extra safety. The main danger at the moment is the step up onto the line both sides of the track. On a recent site visit I tripped on this and fell on the line. It would be an easy and cheap task to rectify this with a slope or a further step. It is **no reason** for closing the level crossing, but urgent action is needed by Network Rail to deal with this problem.

Network Rail's claim that only one person a day uses the crossing. We know of one person who uses the crossing almost daily and would be surprised if no one else virtually ever does so. There is quite a lot of evidence that in the case of nearby footpath 14 in Wool, Network Rail appear to have underestimated usage considerably. In any event usage could increase considerably with the redevelopment of the adjoining technology park if a suitable exit is provided.

If usage is anywhere near as low as Network Rail suggest the risk of an accident must be extremely low. If usage was to increase in the future the installation of stop lights would be a worthwhile investment.

Footpath 18 links into an attractive bridleway numbered Winfrith Newburgh 3 and Wool 24. This bridleway is quite close to a commercial estate, but nevertheless is very pleasant to walk along.



The Open Spaces Society 25a Bell Street Henley-on-Thames RG9 2BA



Charity no 1144840 Registered in England and Wales, limited company no 7846516

Footpath 18 is an access point to reach this bridleway and allows two nice circular walks using East Burton Road for the return leg.

Yours sincerely

Ralph Holmes
Local Correspondent for Purbeck



Level Crossing Narrative Risk Assessment for Hyford Footpath Crossing



July 2017

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1.1 Background

2. DESCRIPTION OF THE SITE

2.1 Current Level Crossing details

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2.7 Future developments

2.8 Incident history

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3. OPTION ASSESSMENT

3.1 Closure via diversion

3.2 Closure via stepped footbridge

3.3 Miniature Stop Lights (MSL)

4. COST BENEFIT ANALYSIS

5. CONCLUSION

6. APPROVALS

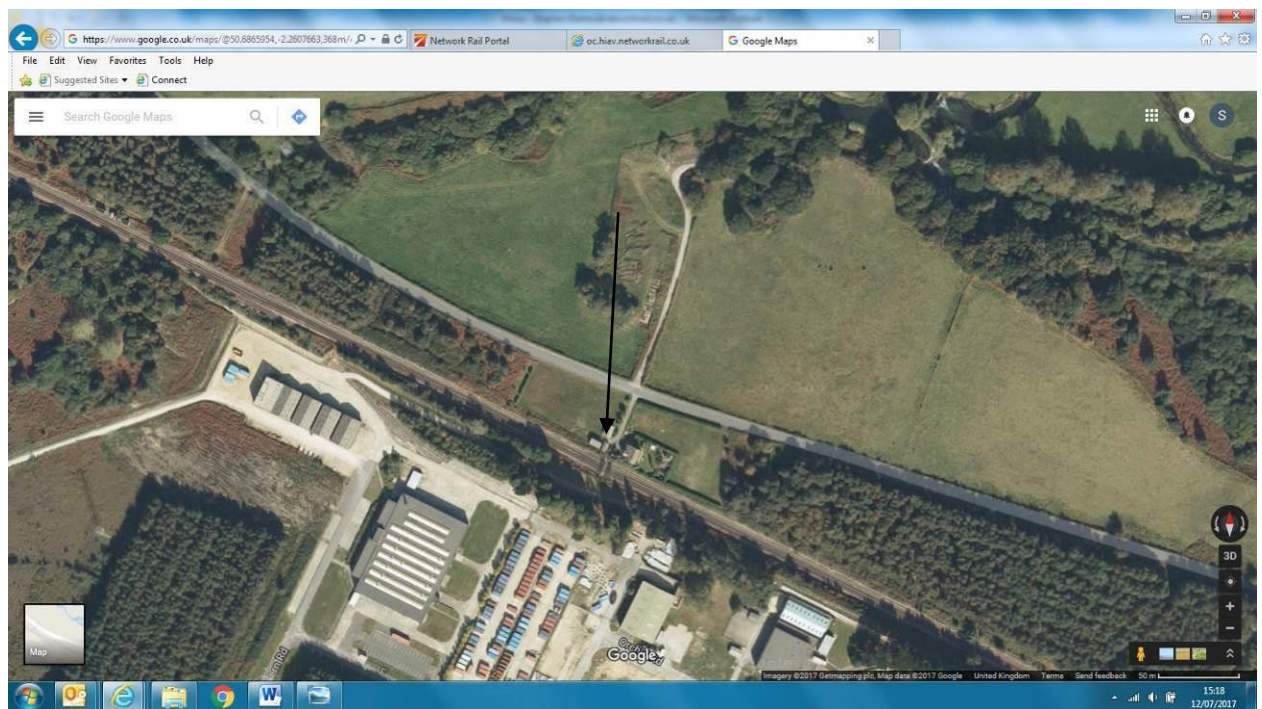
INTRODUCTION

Background

Hyford is a footpath (FP) crossing approx. 1.75 miles to the west of Wool.

To the north of the crossing is agricultural land and the Wool to Moreton village road.

To the south of the crossing is the ex-Atomic Energy site of Winfrith which has now changed into The Dorset Technology Park and consists of a growing number of small industrial units.



Hyford FP is a 'passive level crossing'. This type of crossing does not offer any warning of an approaching train. The decision on whether it is safe to cross is left to the user.

On the approach to the crossing users are instructed to Stop, Look and Listen by signs that are situated adjacent to the footpath.



The orientation of the footpath over the crossing from the north is 20°; the orientation of the railway from the north in the up direction is 120° (up direction looking towards London /down direction looking towards Weymouth).

The sighting at Hyford crossing is good looking in both up and down directions.

Fog at this location is another known hazard that may impair visibility of approaching trains.

The crossing is used for primarily leisure walkers.

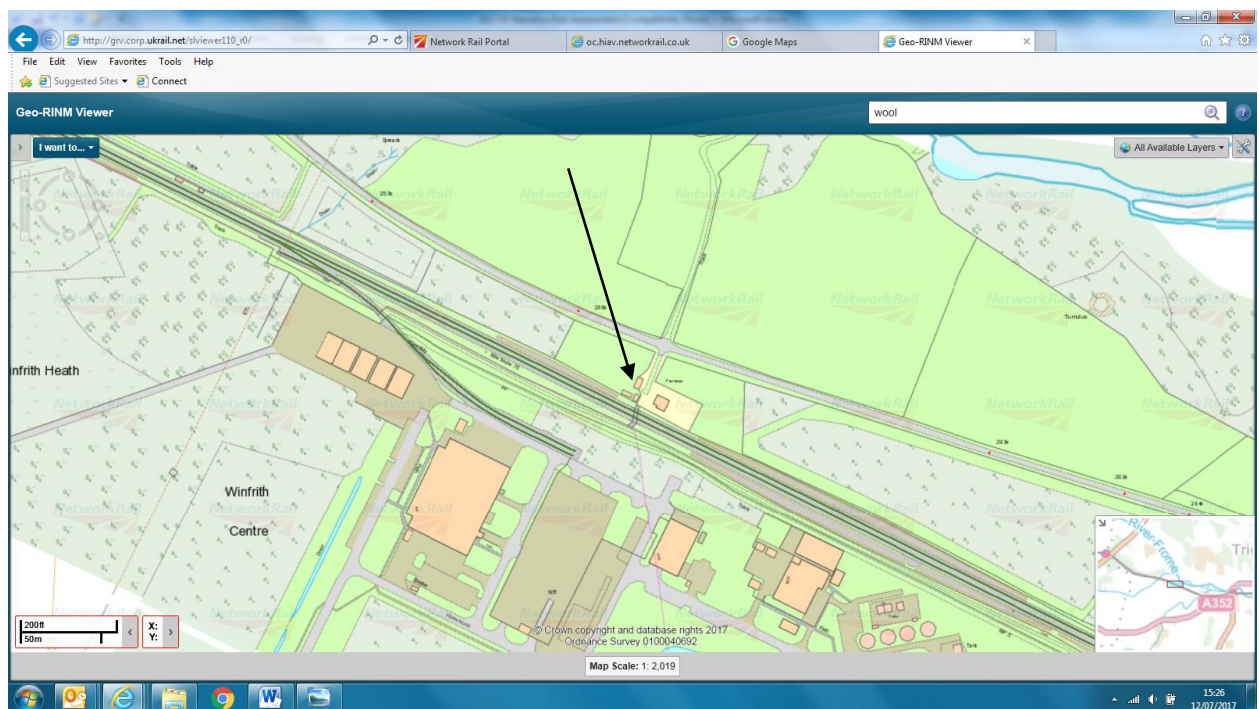
DESCRIPTION OF THE SITE

2.1 Current Level Crossing Details

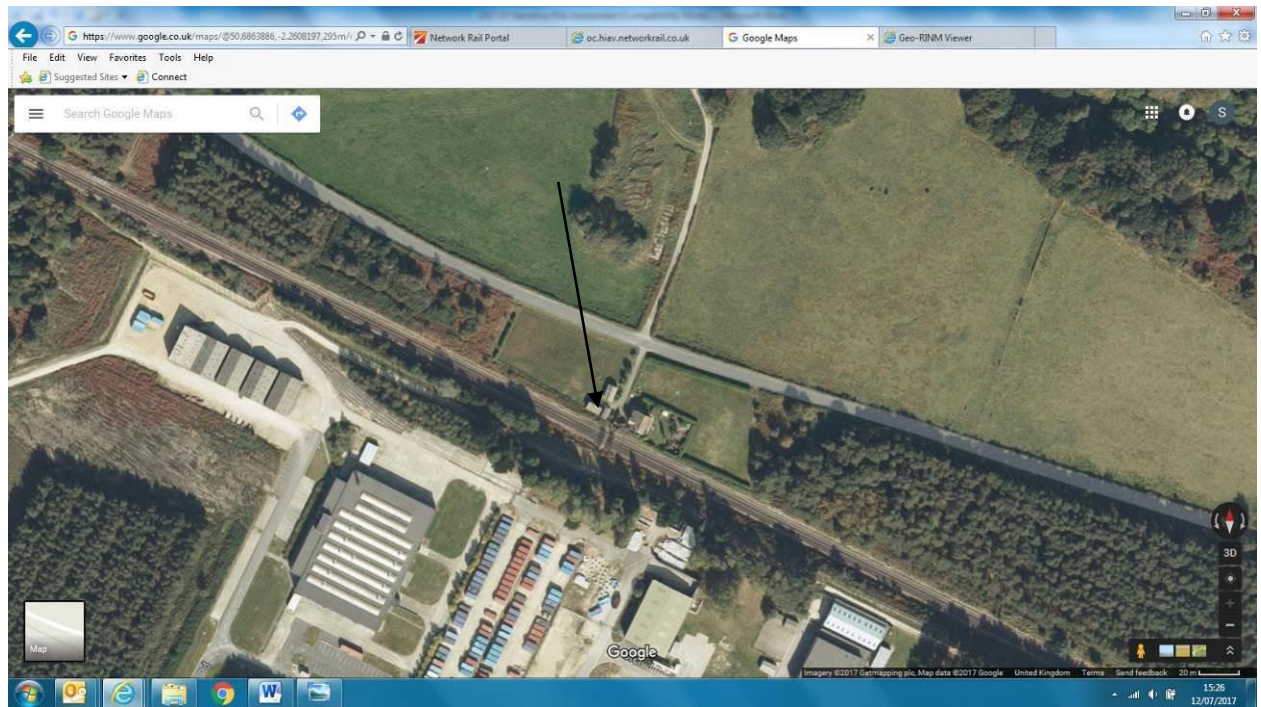
Level Crossing Name	Hyford
Level Crossing Type	Footpath
Strategic Route	Wessex
Engineers Line Reference (ELR)	BML2
Mileage	127m 54c
OS Grid Reference	SY817874
Local Authority	Dorset County Council
Supervising Signal box	Basingstoke (Dorset Coast) + Dorchester
Number of running lines	2
Maximum Permissible Line Speed	85

2.2 Environment

Map showing an overview of the location of the crossing



Satellite view



Sectional Appendix

LOR	Seq.	Line of Route Description	ELR	Route	Last Updated
SW105	046	Clapham Junction to Weymouth	BML2	Wessex	28/06/2014
		Location	Mileage M Ch	Running lines & speed restrictions	
				Signalling & Remarks	
		Wool East Junction	125 27		
		WOOL	125 69	RA8 Basingstoke (PW) DC:Eastleigh	
		Wool (CCTV)	125 69		
		Wool West Junction	125 71		
		Wool Footpath UWC	126 03		
		Wool West UWC	126 25		
		Darkies UWC	126 40		
		East Burton LC (CCTV)	126 56		
		Burton Common UWC	127 03		
		Hyford UWC	127 54		
		Winfrith UWC	127 65		

2.3 Sighting

The recommended decision point for a FP crossing stands at a minimum of 2m (the decision point is a point where guidance on crossing safely is visible and at which a decision to cross or wait can be made in safety).

The length of deck is then calculated from this point until 2m past the nearest running rail.

At Hyford this gives a crossing traverse length of 9.1m and a crossing time of 7.65 seconds.

Due to the steep step up onto the crossing on each side an additional 1.5 seconds has been added to the crossing time.

With the maximum line speed of 85mph, and a crossing time of 9.1 seconds, this therefore calculates a required sighting distance of 352m.

The table below gives the required sighting based on the actual line speed of 85mph.

	Required Sighting for traverse time	Measured Sighting at last inspection
Up side looking towards up direction train approach	352m	517m
Up side looking towards down direction train approach	352m	688m
Down side looking towards up direction train approach	352m	717m
Down side looking towards down direction train approach	352m	688m

Upside looking towards an up direction train approach



Upside looking towards a down direction train approach



Down side looking towards an up direction train approach



Downside looking towards a down direction train approach



2.4 Crossing Usage

During the last risk assessment (12.06.2017) a 9 day census was carried out and there were less than 1 crossing per day.

These consisted of walkers/ramblers.

2.5 Rail Service

72 passenger trains a day are timetabled over the crossing.

Trains are timetabled to run for 18 hours a day.

There are no current timetabled freight trains over the crossing at the time of this NRA being written.

2.6 Another Train Coming Risk

Trains are sometimes known to pass each other at this crossing. This is known to increase the chances of incident, where users step out behind the back of a passing train into the path of a train on the opposite line, which has been unsighted.

It has been known for trains to pass each other over the crossing but it is a rare event.

2.7 Future developments

- Dorset County Council along with Purbeck District have visions of developing the nearby Dorset Business Park. Whilst at the time of writing this narrative risk assessment there are no actual plans both Dorset and Purbeck councils are aware that they need to consult with Network Rail with any proposals as there will be an effect on the risk at Hyford footpath.
- There are proposals by Dorset County to build 1,000 houses to the west and south of Wool village. This, it is anticipated, may increase the amount of usage of Hyford.

2.8 Incident history

There are no recorded incidents of misuse since electronic records started.

2.9 All Level Crossing Risk Model (ALCRM) Scores

- The current risk assessment score on ALCRM is C8*
- Ranks as the 109th riskiest out of 155 footpath crossings on the Wessex route.

* The ALCRM (All Level Crossing Risk Model) provides a prediction of risk which it classifies in the following ways:

- individual risk of fatality (identified by a letter A (high) to M (low)), which relates to the risk of death for an individual using the crossing on a frequent basis (500 times per year); and
- collective risk (identified by a number 1 (high) to 13 (low)), which relates to the total risk generated by the crossing. This takes into account the overall risk of death and injury for crossing users, train crew and passengers.

The following key risk drivers were identified by the ALCRM toolset and contributed to the risk score as follows:

- Sun glare
- Frequent trains

Note: The ALCRM tool provides a like-for-like analysis against other crossings; however it can give a rather limited output about hazards around residual risk or misuse. It is not possible to use ALCRM to properly assess the risk from a wide range of hazards, such a proximity to a local playground.

OPTION ASSESSMENT

3.1 Closure via extinguishment or diversion

At the time of this NRA being written an application to close Hyford and divert via Soldiers Bridge No.104, which is approximately 400m to the east, has been made to Dorset County Council. This will require full consultation with external parties in order to grant the diversion.

3.2 Closure via replacement footbridge

Closure by means of replacement by a stepped footbridge would reduce any risk at the crossing but costs for similar projects have ranged from £300,000 – £700,000+.

Even though a low cost figure has been used (see cost benefit analysis in section 4), this does not provide a positive safety benefit due to considerable cost versus the risk reduction.

3.3 Miniature Stop Lights (MSLs)

Following closure, MSLs offer the highest level of protection at this location. However, MSL do not fully control the risk as there is a reliance on users obeying the lights and signage.

Costs for similar projects have ranged from £200,000 – £680,000+. This does not provide a positive safety benefit due to considerable cost versus the risk reduction (see cost benefit analysis in section 4).

4 COST BENEFIT ANALYSIS

Option	ALCRM Score	ALCRM FWI	Safety benefit	Project Cost (£)	Benefit cost ratio	Status	Comments
MSL	D8	2.102E-5	9.89E-6	£150K*	0.07	Rejected	Fails CBA
Closure by diversion	M13	0E0	3.091E-5	£10K	2.74	Recommended	Divert to Soldiers Bridge No.104

*Costs likely to be higher. Lower end estimate uses for cost benefit analysis purposes

The following CBA criteria are used as a support to decision making:

- a. benefit to cost ratio is ≥ 1 : positive safety and business benefit established;
- b. benefit to cost ratio is between 0.99 and 0.5: reasonable safety and business benefit established where costs are not grossly disproportionate against the safety benefit; and
- c. benefit to cost ratio is between 0.49 and 0.0: weak safety and business benefit established.

5 CONCLUSION

When carrying out a level crossing risk assessment, in line with Network Rail and Office of Rail and Road (ORR) policy¹, one must look to eliminate the hazard through the hierarchy of risk controls.

Risk controls should, where practicable, be achieved through the elimination of level crossings in favour of bridges, underpasses or diversions.

Network Rail is subject to the requirements of the Health and Safety at Work Act etc 1974 to reduce risk 'so far as is reasonably practicable'. In simple terms this means that the cost, time and effort required in providing a specific risk reduction measure needs to be commensurate with the safety benefit that will be obtained as a result of its implementation.

Network Rail is a public sector body and its health and safety management system (part of its safety authorisation issued by the ORR) sets out the company's approach towards prioritisation of safety expenditure.

In November 2013 Network Rail were questioned in Parliament by the Transport Select Committee over the safety of level crossings and were challenged to close crossings wherever feasible. In its subsequent published report² the Select Committee recommended that the Office of Rail Regulation adopt an explicit target of zero fatalities at level crossings from 2020.

The Select Committee Report also referred to the Law Commission's review on Level Crossings (September 2013)³ which recognised that decisions about level crossings involve striking a balance between the convenience to communities in being able to cross a railway and public safety.

¹ Level Crossings: A guide for managers, designers and operators, Railway Safety Publication 7, Office of Rail Regulation, December 2011

² House of Commons Transport Committee : Safety at level crossings: March 2014

³ Level Crossings, Law Commission, September 2013

The options discussed in Section 3 to improve safety at Hyford FP are limited.

The cost benefit analysis does not provide a safety benefit for the installation of MSs and does not fully control the risk.

Whilst there is always a degree of risk at level crossings, having weighed up the balance between the convenience and safety, taken into account the hazards, type and amount of usage at Hyford, it is concluded that the option of diverting the footpath to Soldiers Bridge No.104 is recommended. If this option does not gain approval, then there will be no other mitigation suggested at this stage as the crossing risk is considered to be as low as is reasonably practicable.

6 APPROVALS

Prepared By: Steve Barker	Signature: <i>SJBarker</i>
	Job Title: Level Crossing Manager
Date: 4 th July 2017	
Approved By: Sam Pead (RLCM)	Signature: Held on file
	Job Title: Route Level Crossing Manager
Date: 4 th July 2017	

APPENDIX 6

to 16 August 2018 report

Hyford crossing

Downside (south of track)



Upside (north of track)

