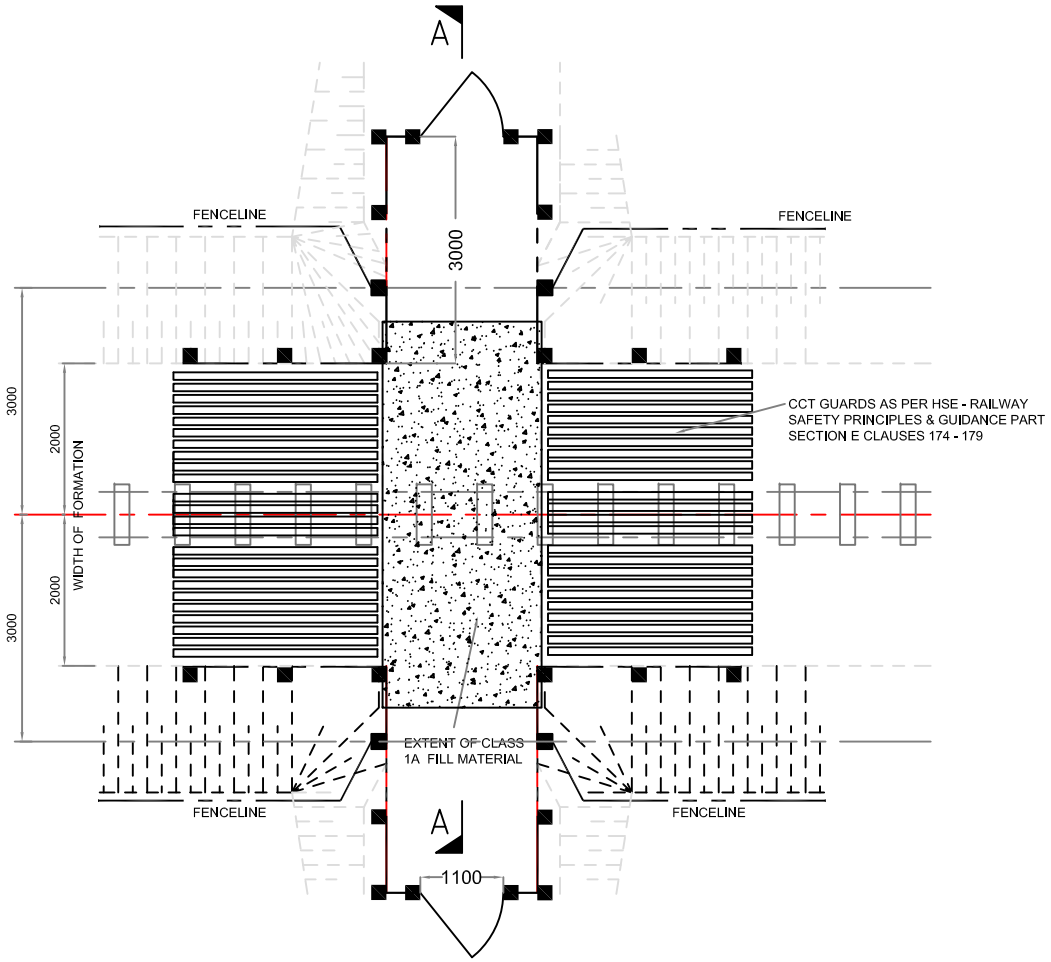
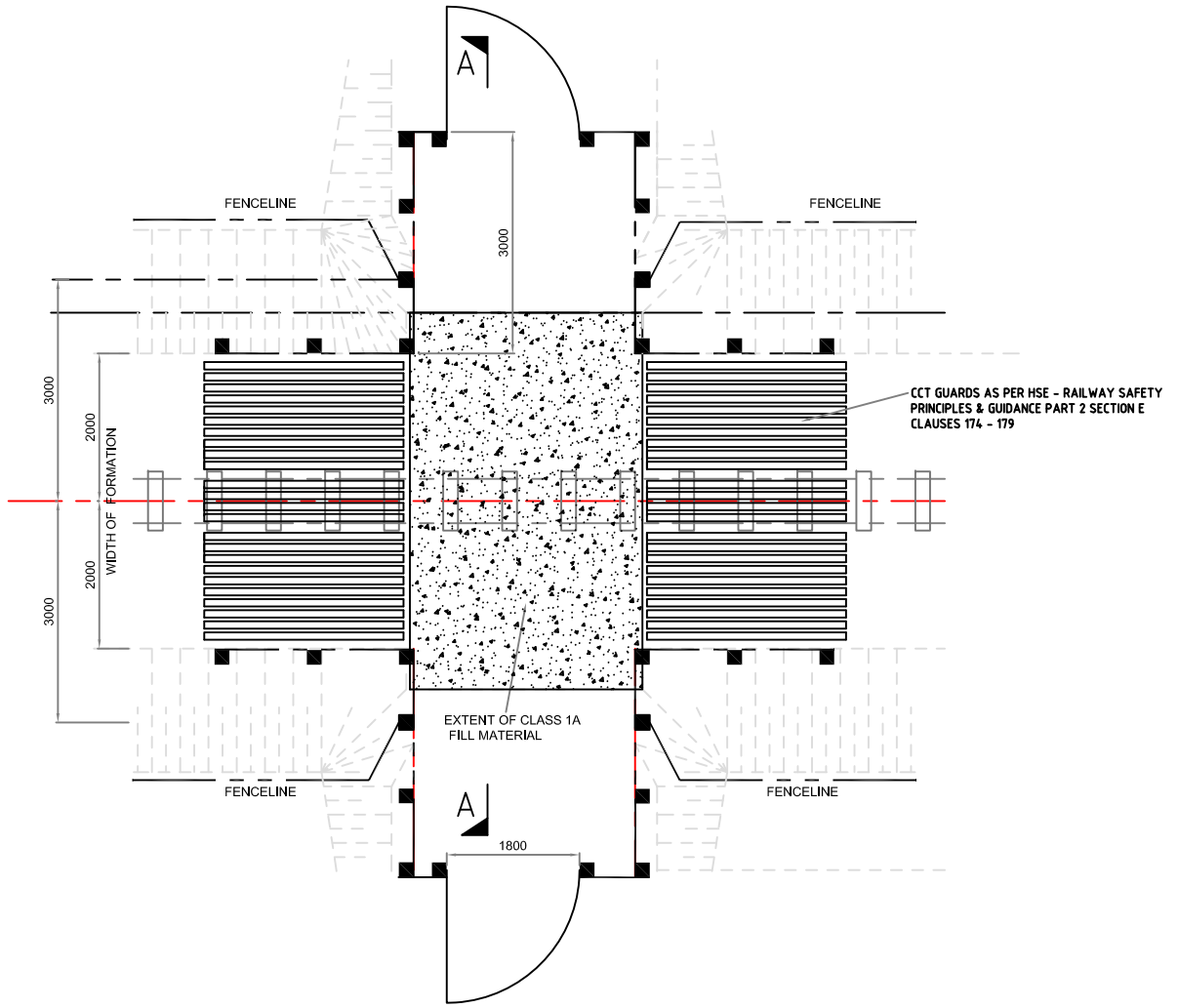


PLAN OF FOOTPATH CROSSING
SCALE 1:100



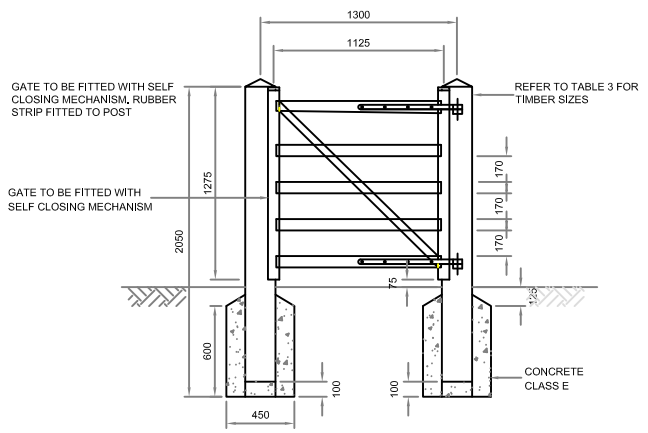
PLAN OF BRIDLEWAY CROSSING
SCALE 1:100

NOTES

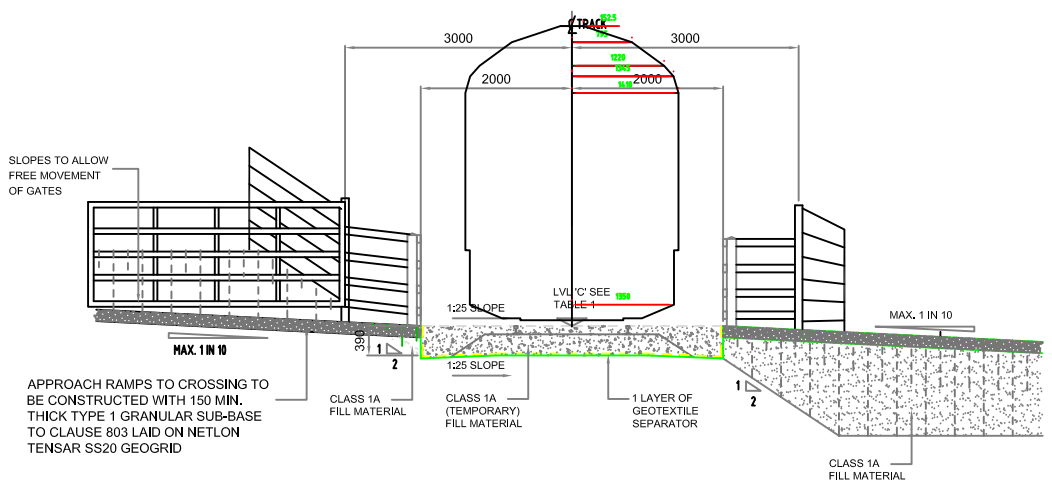
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
2. GATES SHALL COMPLY WITH CLAUSES 405, 413 AND 2641 AND BS 3470.
3. ALL THROUGH TENONS SHALL BE PEGGED WITH 13mm DIA OAK DOWELS.
4. GATE FITTINGS SHALL COMPLY WITH BS 3470.
5. FITTINGS SHALL BE MALLEABLE IRON OR MILD STEEL WITH THE EXCEPTION OF THE SPRING CATCH WHICH SHALL BE TEMPERED STEEL.
6. ALL FERROUS FITTINGS AND BOLTS SHALL BE GALVANIZED TO BS 729 UNLESS OTHERWISE SPECIFIED.
7. THE GATE SHALL BE HUNG AS SHOWN FOR SELF CLOSING WITH NO LATCHING ASSEMBLY AS PER HSE
8. ALL GATES SHALL OPEN AWAY FROM THE RAILWAY.
9. ALL TIMBER FOR GATE STOP SHALL BE IN ACCORDANCE WITH CLAUSE 405 AND PRESERVED AS SPECIFIED IN CLAUSE 2641
10. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY TO WO SPECIFICATION FOR ROAD AND BRIDGE WORKS 1976 AND AMENDMENTS AS APPLICABLE.

TABLE 1

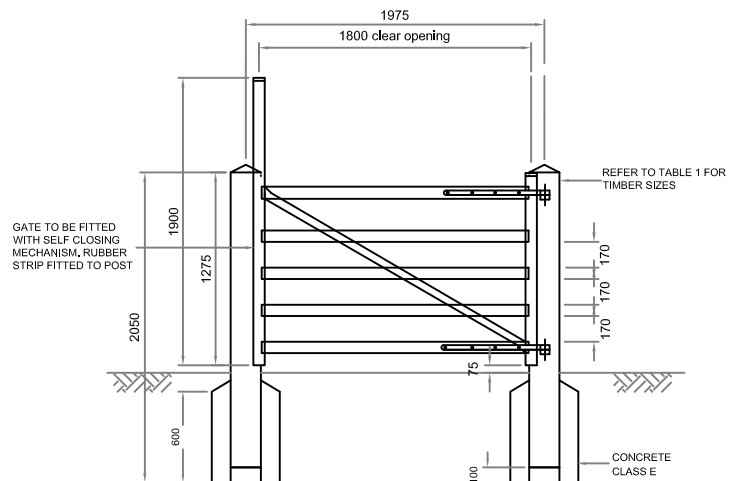
DESCRIPTION OF TIMBER MATERIALS	SIZE
HANGING POST	200 x 200 x 2100 LONG
SHUTTING POST	175 x 175 x 2100 LONG
HANGING SIDE	100 x 75 FOR 3m GATE 125 x 75 FOR 3.6m GATE
SHUTTING SIDE	75 x 75
TOP RAIL	100 x 75 FOR 3m GATE 125 x 75 FOR 3.6m GATE BOTH TAPERING TO 75 x 75
ALL OTHER RAILS	75 x 25
BRACES HOUSED IN TOP RAIL	75 x 25



PUBLIC FOOTPATH GATE
SCALE 1:50



SECTION 'A-A' THROUGH CROSSINGS
SCALE 1:100



TYPICAL BRIDLEWAY GATE (TIMBER)
SCALE 1:50

REV

ROTHER VALLEY RAILWAY
ROBERTSBRIDGE

TITLE
PUBLIC FOOTPATH, FOOTPATH AND BRIDLEWAY CROSSINGS

ORIGINAL SIZE A3

DRAWN McN	CHECKED	PASSED
DATE 20/06/2014	CLIENT'S REF.	
SCALE AT A3	AUTOCAD REF.	
DRAWING No. WHRP STD 00004		REVISION

Mike Hart

Subject: Doc 4 B - Annex B. “Correspondence with Local Horse riders representative”.

From: David Gillett [redacted]
Sent: 13 November 2014 22:23
To: 'Tamara Strapp' <redacted>; 'Matthew Harper' <redacted>
Cc: 'Gardner Crawley (DS)' <redacted>; 'Mike Hart' <redacted>
Subject: RE: Bridleway crossing

Hi Tamara,

Thank you for your time and suggestions when we met last Friday, and for your e-mail with details of the gate catches.

We are revising the drawing of the bridleway crossing to take account of our discussions and your suggestions, and I will forward it to you and Matthew shortly to check that you are content.
The areas we agreed it would be good to amend are

1. The fencing and surfacing within the railway side of the gate should be 1m wider on the catch side.
2. We would utilise the gate catch you suggested as detailed in your e-mail below.
3. There will be “stepped” mounting blocks at each side of the crossing, on the LHS going towards the gate.
4. The gate size proposed on the present drawing was fine.
5. The gates should not be self or hydraulic closing.
6. The new surfacing should extend at least 50m from the gates, so that the horses do not experience a change of surfacing as they pass through the gates.

As requested, I attach a copy of the Office of the Rail Regulator (ORR) guide to level crossing designs. Their address and contact details are at the end of the guide.
If on reflection, you think of any further points, do feel free to contact me, and once again, many thanks for your help and suggestions.
Kind regards
David
RVR/TWA Project Manager

From: [redacted] **On Behalf Of** Tamara Strapp
Sent: 09 November 2014 21:08
To: David Gillett; Matthew Harper
Subject: Bridleway gate catches

Hi
These are by far the best gate catches I have come across. The gate can open both ways and there is nothing on the gate itself to get caught on! They are also cheap!!
http://www.gatecatch.com/

--

Best wishes

Tamara Strapp

Buckland360

[redacted]

[redacted]

[redacted]

Mike Hart

Subject: Doc 4 C1 Annex C Corres Dist Council RVR ESCC Rights of way.

From: David Gillett [redacted]
Sent: 23 September 2014 10:43
To: 'Matthew Harper' <redacted>
Cc: 'gardner.crawley@btinternet.com' <redacted>; 'Chloe Rowling' <redacted>; 'Mike Hart' <redacted>
Subject: RE: Rother Valley Railway. Planning Application.

Dear Matthew,

Thank you for your helpful e-mail below.

We have met with some members of local horse riding groups who have made a number of suggestions on the bridleway crossing, but I don't think that they included representatives from the HWGB.

The Office of the Rail Regulator (ORR) is now taking a firm stand on any new railway crossings, requiring that they are gated. That said, I am sure that in discussion with yourself and the HWGB we can find a design that is satisfactory for all parties. The BHS guidance that you forwarded was quite clear on what is required and we would have no difficulty in providing these (as well as "mounting steps" either side if it was considered these would be helpful).

If possible, it would be good to meet with both yourself and the HWGB representatives at the same time, and if they have a drawing of the type of gate they would prefer, that would be most helpful.

I could make a meeting next week Wednesday, Thursday or Friday mornings after 10am if any of those dates were convenient for you, and we could run through the footpath options at the same time.

I will give you a ring later this week to discuss your thoughts.

Kind regards

David
RVR/TWA Project Manager
[redacted]

From: Matthew Harper [mailto:[redacted]]
Sent: 17 September 2014 14:46
To: '[redacted]'
Cc: '[redacted]'; Chloe Rowling
Subject: FW: Rother Valley Railway. Planning Application.

Dear David,

Thank you for your e-mail.

Further discussions on the proposals for both paths are needed I think. I am sure it would be helpful to you if I expand on my concerns.

With regard to the bridleway crossing, although I note your point regarding the crossings on the Welsh Highland Railway we will need to look at this from the point of view of what provision should be made for the bridleway rather than what is tolerated on other routes.

Bridleway 36 and the connecting bridleway comprise a significant length of gate free riding, which is rare in the Rother area as it is particularly poorly served by bridleways. A gated crossing would represent an unwelcome addition for riders and other users, however it is designed.

Assuming the RVR does not have the same powers at Network Rail in respect of the installation of furniture at crossings, any gates would presumably therefore need to be authorised by ESCC under its powers within the Highways Act 1980. As such we would need to be convinced the gates were needed for safety. It would be helpful to know what consideration has been given to other options. For example, an open crossing with gates across the line rather than across the bridleway. Given the infrequent activity on the line it seems reasonable to start from that position at least.

I have attached BHS guidance, which makes recommendations on things such as manoeuvring space, latches, and self-closing mechanisms. We would be looking to adhere to the BHS' standards as far as possible if gates were installed.

I would also recommend that the bridleway proposals are discussed with local riders. The High Weald Bridleways Group being probably the best point of contact in that area. I would be happy to approach the HWBG to identify an appropriate local representative. Any input from the HWBG will inevitably assist us in our assessment.

Regarding the footpath proposals, it is difficult to make a complete assessment on the basis of the drawing but I would question whether it is realistic to route the footpath under the bridge at below bank level. It is a flood plain of course. I would have thought an at grade open crossing ought to be safe, particularly given the proximity to the A21 crossing. These still exist on main line routes of course.

I am based at our Heathfield Offices and suggest a meeting here initially to look at the options. Please by all means call me on the number below to arrange a day/time.

Kind regards

Matthew

Matthew Harper
Senior Rights of Way Officer
East Sussex County Council
[redacted]

From: David Gillett [redacted]
Sent: 16 September 2014 20:47
To: Matthew Harper
Cc: Chloe Rowling; 'GARDNER CRAWLEY'
Subject: Rother Valley Railway. Planning Application.

Dear Matthew,

Mark Cathcart at RDC has forwarded to us a copy of your letter of 15th August concerning the footpath and bridleway crossings in the above application.

We would appreciate the opportunity to discuss any concerns you have with the design of the bridleway crossing (36) and will be happy to incorporate any suggestions you feel are appropriate to help ensure that equestrians are not caused any undue difficulty. (The design we proposed is in use on the Welsh Highland Railway and has not to our knowledge caused any difficulty to equestrians.)

We had two alternatives for footpath crossing 31, (a) going up and over the railway, and (b) going under an adjacent new bridge. When I met with Chloe on site last October we thought we would probably go over the railway. On reflection, we think it will be safer and more convenient for users, for the footpath to go under the adjacent bridge. I attach a drawing of the proposal. We would of course handle the slight diversion necessary under the appropriate planning mechanisms.

We would be happy to either meet on site, or to call in your office to discuss as necessary.

Perhaps I could give you, or one of your colleagues, a ring early next week to arrange a convenient time and place.

Kind regards

David Gillett
RVR/TWA Project Manager
[redacted]

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Rother Valley Railway

• LIMITED •

IN ASSOCIATION WITH THE KENT & EAST SUSSEX RAILWAY

Patrons: Gregory Barker MP, Chris Green MA FCIT

ROBERTSBRIDGE JUNCTION STATION, STATION ROAD,
ROBERTSBRIDGE, EAST SUSSEX. TN32 5DG

www.rvr.org.uk

By e-mail
Mr Matthew Harper
Senior Rights of Way Officer
ESCC

7 October 2014

Dear Matthew,

Reinstatement of Rother Valley Railway (RVR). Rights of Way

Thank you for your time this morning, when we discussed the designs of the footpath and bridleway crossings that would be affected by the reinstatement of the Rother Valley Railway.

In respect of the footpath crossing, where we had proposed diverting the path under the adjacent new Railway Bridge. We discussed the reasons for recommending the diversion and the wider safety benefits, and also of not requiring a sequence of steps if the path was to be diverted over the railway, (because of the restricted area on the south side.)
Your main concern was the level of the path relative to the normal water level in the river, and the gradient of the slopes that would lead to it from the existing footpath.
I undertook to provide a drawing showing the relative levels together with a summary of the reasoning for the proposed solution.

In respect of the bridleway, I explained the clear guidelines from the ORR and the reasons why we would have to have gates of some kind. We agreed that the BHS guidance documentation for railway crossings would be an appropriate solution under the circumstances and that I would arrange a meeting with the local representative of the BHS, (you agreed to provide the name and contact details). This would allow us to all meet on site, to consider whether a self-closing gate would be appropriate and if mounting blocks would be helpful. We will then prepare a revised drawing.

I look forward to continue working closely with you to ensure that we develop appropriate, safe and user-friendly footpath and bridleway crossings.

Yours sincerely

D. Gillett

David Gillett CBE; BSc (Civ. Eng); MICE; MIEE: C Eng
RVR/TWA Project Manager

Mike Hart

Subject: Doc 4 E Annex E Correspondence Horse Society Representative

From: David Gillett [redacted]
Sent: 10 May 2018 11:16
To: 'Sarah Rayfield' <redacted>
Cc: 'Gardner Crawley' <redacted>
Subject: RE: Rother Valley Railway TWAO documentation.

Dear Sarah,
Thank you for your e-mail below.
We of course follow ORR guidelines on all our railway work. Once the final designs are close to completion, we will of course share them with you.
Kind regards
David
RVR/TWAO Project Manager

From: Sarah Rayfield [redacted]
Sent: 09 May 2018 13:12
To: David Gillett <redacted>
Subject: Rother Valley Railway TWAO documentation.

Dear David

Further to your email earlier this year, I have received and looked at the documentation included on the disc. Time constraints mean it has not been possible to read every page of the hundreds of pages included so I hope you will forgive me if I state anything as being required that has already been confirmed as being undertaken. If these comments should be passed on to any other individual or organisation, please do let me know.

My understanding is that one bridleway is affected by the reconstruction of this railway, namely, Salehurst & Robertsbridge 36b and c.

To confirm, The British Horse Society would expect that the guidelines published by ORR in connection with crossings at grade for bridleways and footpaths be followed which include but are not limited to:

17. Gates or stiles normally protect these crossings. Gates should be self-closing without any latches and should open away from the railway. It is essential to provide the same facility at each side of the crossing (i.e. gates and stiles are not intermixed at one crossing, and both gates must be of the same width) so that users do not become trapped on the crossing. Miniature red stop and green lights or other active indication of an approaching train may be provided where sighting distance is limited, audible warnings may be provided at the crossing and, as a last resort, whistle boards provided to give further warning of an approaching train.
18. It should be possible for horse riders to open gates on bridleway crossings without dismounting, unless there is a risk of contact with overhead power lines."

Needless to say that stiles cannot be used on a bridleway.

The surface should also be considered

Furthermore, The British Horse Society recommendations for level crossings should also be used.

SPECIFICATIONS

User operated bridle gates at level crossings and side gates on vehicular routes MUST:

- only open away from the track so users don't walk blithely into a different, potentially dangerous, environment and so that users spend as little time as possible on the track
- NOT have a catch that has to be operated by the user as this delays users getting off the track NB Catch-less gates can be opened in a straight line without the turning on the line side that would be needed to operate a catch
- have a clear width of at least 1.5m between the gate posts to comply with the law on bridleway gates

Such gates will also need to:

- be gently self-closing against the clap-post so that the long body of the horse has time to get through before the gate catches it
- stay shut in all conditions of wind and gravity so the next user realises they are entering a different, potentially unsafe, environment[+]. This should be achieved mainly via the hinge mechanism but catches, such as magnets, that do not need operating can help, provided they are not too strong for an elderly or child rider to counteract easily from horseback. Weights are NOT acceptable as a closing mechanism as the horse can balk at or get caught in these and delay leaving or getting on to the track
- have 1.8m clear space for the horse's head and neck beyond the clap-post above any gate/fenceline so the swing of its head/neck is not impeded. There should be no handle sticking up from the gate
- have 4m of manoeuvring space outside the gate clear of obstructions to allow the horse to move as its rider pulls the gate open and turns to go through it. This should include enough room beyond the hinge for the horse to approach the hinge end of the gate and turn to stand parallel to it with the rider next to the clap-post, ready to pull the gate open

If the recommendations regarding manoeuvring space and obstructions cannot be achieved due to site limitations, someone from The British Horse Society or an affiliated bridleways group with experience in advising on path furniture for equestrians should be asked to visit the site. A catch-less gate may need less manoeuvring space beyond the clapper post than is required for a gate with a catch.

The full details may be seen on the attached link:

http://www.bhs.org.uk/~/media/bhs/files/pdf-documents/access-leaflets/level-crossings.ashx?la=en

Any temporary stopping up of the bridleway during reconstruction should be clearly signposted at either end of the bridleway to avoid the need for a user to turn back.

[+]Finally, when the railway line is not in use, the gates should be tied back to allow users of the bridleway to proceed without unnecessary obstruction.

With thanks for arranging for this information to be sent through to me.

Kind regards
Sarah

Sarah Rayfield
Access Field Officer, London & South East

The British Horse Society

Abbey Park, Stareton, Kenilworth
Warwickshire CV8 2XZ

[redacted]

Website: www.bhs.org.uk

Sarah Rayfield
Access Field Officer, London & South East

The British Horse Society

Abbey Park, Stareton, Kenilworth
Warwickshire CV8 2XZ

[redacted]

Website: www.bhs.org.uk

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ORIGINAL SHEET SIZE A1

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COUNTY OF EAST SUSSEX
DISTRICT OF ROTHER

SHEET 4
Railway No.3

124400mN
124200mN
124000mN
123800mN
574400mE
574600mE
574800mE
575000mE
575200mE

Cut Line
Sheet 3
Sheet 4
Sheet 5

CORONATION COTTAGES
Gas Gov
CHURCH LANE
Potters Croft
9m
16.9m
Vineyard
Old Orchard
Drain
Church Farm Oast
22.0m
29.1m
GP
El Sub Sta
Parsonage Farm
Church Farm Cottage
Church Farm House
St Mary the Virgin Church
Church Terrace
Nethergers
20.7m
Salehurst Halt
(PH)
Old Stone Cottage
Salehurst Halt Barn
LB
Post Office Terrace
Goodgrooms
Goodgrooms Oast
Tennis Court
Pond
Track
Path (um)
Salehurst
Horsebridge Scheme 2 - Ramp 4m wide x 110m long 14 No. 6m long 1:16 ramps w 2m landings
Bridleway S&R 36b
Horsebridge Scheme 1 - Ramp 4m wide x 110m long 14 No. 6m long 1:16 ramps w 2m landings
Salehurst halt 120m x 4m
Ramp 4m wide x 110m long 14 No. 6m long 1:16 ramps w 2m landings
Ramp 4m wide x 110m long 14 No. 6m long 1:16 ramps w 2m landings
Farm access ALC
Farm access bridge
Dismantled Railway
River Rother
Church Bridge
Fish Ponds
T5
T6
T7
0+1400
0+1600
0+1800
0+2200
58
59
60
62
65
67
68
69
70
72
74
76
78
36

DEPARTMENT FOR TRANSPORT

Rother Valley Railway (Bodiam to Robertsbridge Junction) Order

HIGHWAY TO BE STOPPED UP TEMPORARILY

Bridleway S&R 36b between points T5 & T6 and diverted between points T5, T7 & T6.

- CENTRE LINE OF WORK
- LIMIT OF DEVIATION
- LIMIT OF LAND TO BE ACQUIRED OR USED
- LIMIT OF LAND FOR SURVEY & INVESTIGATION (SHOWN HATCHED OR CROSS HATCHED)

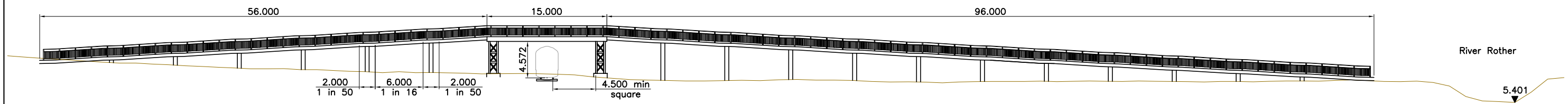
Notes:

The area enclosed by any limit of deviation or any land to be acquired or used is the area extending to the outer edge of the line marking those limits.

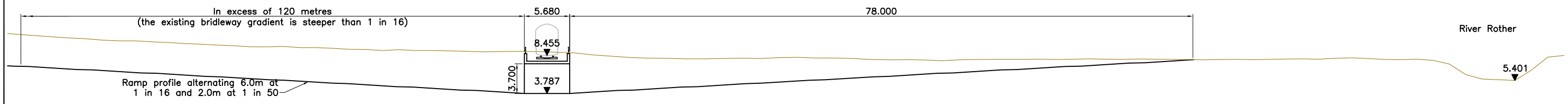
- GPS surveys
- volumetric surveys
- topographical surveys
- measured building surveys
- setting out
- boundary disputes
- engineering surveys
- deformation & settlement surveys

JOB TITLE : *Rother Valley Railway "The Clappers" to Junction Road Robertsbridge*
CLIENT : *Rother Valley Railway Ltd.*
DRAWING TITLE : *Plan*
SCALE : *1:1250* JOB No. : *17/08/019*
DWG. No. : *Sheet 4* DATE : *July 2017*
DRAWN BY : *L.Hogben* REV. NO. :
CAD DATE : *29.03.2018*
CADFILE : *Land Use Plans - 26.dwg*

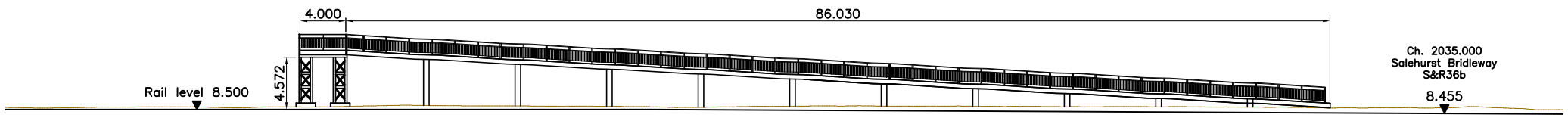
J. C. WHITE
Geomatics Limited
Shrine Barn, Sandling Road, Postling, Hythe, Kent. CT21 4HE
Email: survey@jcwhite.co.uk Web Site: www.jcwhite.co.uk
Tel : 01303 261212 Fax : 01303 264040



LONGITUDINAL SECTION
OVERBRIDGE OPTION 1
Scale 1:250



LONGITUDINAL SECTION
UNDERPASS OPTION 2
Scale 1:250



LONGITUDINAL SECTION
OVERBRIDGE PARALLEL RAMPS OPTION 3
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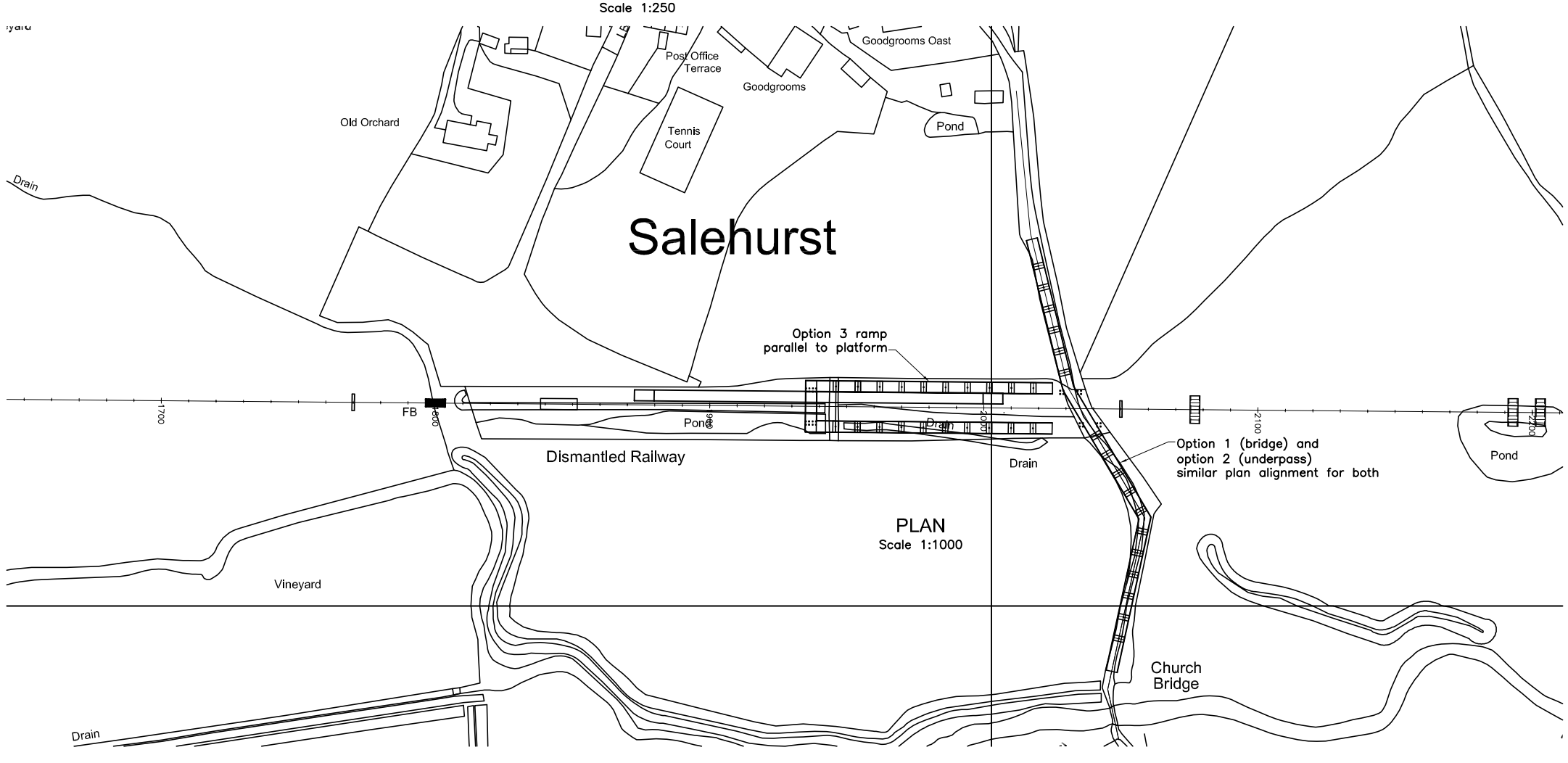

PLAN
Scale 1:1000

1:1000 20 10 0 20 40m

1:250 5 0 5 10m

Revision	By	Checked	Approved	Date	Description
A	-	-	-	-	-

Client
Rother Valley Railway Ltd
Rother Valley Railway Station, Robertsbridge, East Sussex, TN32 5DG
Tel 01580 881833
www.rvr.org.uk

Rother Valley Railway

Project
ROTHER VALLEY RAILWAY

Drawing
SALEHURST BRIDLEWAY
RAILWAY CROSSING OPTIONS

Drawn by JCS	Date: 17/09/19
Checked by -	Date: -
Authorised by -	Date: -

Drawing No. ?
Revision -

Drawing Scale: 1:250

CAD Filename: -
Plot Scale: 1:1

Drawing Path & name : - C:\Users\jcrowe\Documents\Jobs\RESR\ Salehurst BW long section underpass.dwg
User and Plot Date : - Snowmass - 17 Sep 2019 - 3:59 pm

FILE STORAGE PATH =
XREF STORAGE PATH =

ORIGINATING DEPT = HTI - BP
PLOT DATE = 17/09/19

IN ASSOCIATION WITH THE KENT & EAST SUSSEX RAILWAY

ROBERTSBRIDGE (RVR) JUNCTION STATION, STATION ROAD,

ROBERTSBRIDGE, EAST SUSSEX. TN32 5DG

www.rvr.org.uk

Rother Valley Railway - Annex G. Bridleway Crossing, Risk Assessment

Bridleway Safety Management Arrangements including 5 x 5 Risk Assessment

Hazards and possible causes identified	Potential Risk or consequences associated with the Hazard	S	L	RF	Control Measures	S	L	RF
Regular users are more likely to undertake risk taking behaviour at crossings with a low frequency of trains.	The regularity of trains is a risk factor for crossing users, due to "the rarity of them encountering a train and the reduced vigilance that they might therefore demonstrate in crossing". Accidents at are associated with lines that have low frequencies of trains.	5	2	10	The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec.	5	1	5
Regular users and those living close to level crossings are more likely to undertake risk taking behaviour when using the crossing.	Potential behaviour traits of frequent users might include: Expectation by the user that there will not be any trains in the area. Familiar users apply prior knowledge of train times / frequencies. User believes he / she has enough time to beat the train. User has a low level of concentration and is easily distracted. User does not look in both directions. User has low perception of risk. User thinks he / she understands procedure without reading instructions User unaware of risks to subsequent users. User assumes that the train is stopping at the station (based on prior experience) and chooses to cross in front of the train.	5	2	10	The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec. Use of level crossings is primarily covered in Local Training Plans to cover; Hazards associated with the crossing, How to make decisions about whether requests to cross can be granted. how to check whether a crossing is clear.	5	1	5
Low train speeds might increase the risk-taking behaviour of users	It has been established that users might perceive the crossing to be safer to cross when trains are moving more slowly. This might result in them behaving less cautiously e.g. by	5	3	15	The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec.	5	1	5

	crossing while a train is in view, crossing more slowly, or checking the line less often while crossing.				Eyes watching signs to encourage users to behave safely e.g. put dogs on leads, close gates etc. Education Awareness			
Young children who are not old enough to understand safe crossing procedure might cross unsafely.	Young children might not fully understand the risks associated with level crossings or the correct crossing procedure and therefore traverse in an unsafe manner. This issue might be particularly prevalent in locations where it is likely that unaccompanied children use the crossing, such as near residential areas, schools, playgrounds and youth clubs.	5	3	15	The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec. Use of level crossings is primarily covered in Local Training Plans to cover; Hazards associated with the crossing, How to make decisions about whether requests to cross can be granted. how to check whether a crossing is clear. Ensure signage is appropriate for the status and specific risks at, and on the approaches to, a crossing. Education Campaign.	5	1	5
Errors by crossing users might increase at crossings without warning signs or lights in the hours of darkness.	Poor lighting conditions at and around the crossing can affect a user's behaviour in several ways: Failure to see the crossing / crossing equipment and signs. Deviation from the crossing Inability to read crossing instructions. Misjudgement of train speed.	5	2	10	The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec. Use of level crossings is primarily covered in Local Training Plans to cover; Hazards associated with the crossing, How to make decisions about whether requests to cross can be granted. how to check whether a crossing is clear. Ensure signage is	5	1	5

					appropriate for the status and specific risks at, and on the approaches to, a crossing. Education Campaign.			
The visibility (and hence effectiveness) of information on the approach to and at the crossing is reduced by overgrown foliage.	Overgrown foliage on the approach to a level crossing can obscure signs at the crossing, and also restrict the visibility of approaching trains. This could result in the user either not seeing the sign or train (complete or partial) or the user not seeing the sign or train in time to sufficiently interpret the information and respond appropriately.	5	3	15	Foliage Management System in place. The introduction of an audible alarm to provide a cue to users that a train is approaching. RVR intend to use the most relevant up to date safety equipment i.e. Meerkat or Convec.	5	1	5
An uneven and/or slippery crossing surface might present a potential hazard to those using the crossing.	Poor surfaces might present particular problems for cyclists (especially those wearing cycling shoes with slippery soles), horse riders, mobility scooter users, wheelchair users, the elderly, visually or physically impaired crossing users, and users with encumbrances such as luggage or pushchairs. The crossing surface might also present a hazard to road vehicles in general as well as a hazard to trains. Reasons for uneven/slippery crossing surfaces include: Missing, partial, worn or damaged crossing deck Poor decking panel alignment / position on skewed crossing Wet or icy weather conditions Uneven ballast distribution	3	3	9	Foliage Management System in place which ensures that all crossing surfaces are maintained, including the approach to the crossing, not just the area between the gates and signs. Th Bridleway will allow sufficient space to provide a position of safety before/after the crossing for all users. Additionally, ensuring that the Bridleway crossing surface is profiled as the user moves through the entrance/exit to reduce the risk of slips, trips and fall thus preventing risk of personal injury.	3	2	6

Footpath crossings (including at stations) and bridleway crossings.

ORR provide guidance for all users of footpath and bridleway crossings as described within appendix 1 below, additional information can be found in ORR publication, Level crossings: a guide for managers, designers and operators.

There is only one bridleway crossing, located at Salehurst; see plan below.

RVR will apply all relevant safety measures outlined below, as a minimum, to each bridleway crossing, Additionally, RVR will consider installation of the latest technological solutions to further enhance safety at bridleway crossings, for example,

Covtec System

The Powelectrics remote condition monitoring telemetry has been incorporated into a warning system as part of Network Rail's Railway Upgrade Plan to provide a safer and more reliable railway.

Covtec are specialists, who design, install, operate and maintain surveillance systems for customers ranging from police forces and local councils to large infrastructure operators, such as Network Rail. For this project, they installed solar powered units at level crossings. These reproduce the sound of a train horn and are triggered automatically as a train approaches, providing a secondary warning in case someone at the crossing has not heard the train horn.

These new audible warning units are solar powered and don't require a lot of maintenance, so they are a practical and efficient way to improve safety at footpath level crossings."

There are currently over 170 sites with this safety kit installed. In Kent, the system has been newly-installed at footpath level crossings in Tankerton, Lenham, Whitstable and Aylesford where the user is required to stop, look and listen for a train before crossing.

In Sussex, the system has been installed at footpath level crossings in Pulborough and Rustington in West Susssex and Rye in East Sussex.

RVR are committed to ensuring that everyone who lives or works near the railway are safe, which is why we're researching a variety of projects to improve level crossing safety as part of our Railway development Plan.

Meerkat System

Costain are currently developing an enhanced warning technology system called Meerkat to reduce the number of incidents at passive footpath and bridleway level crossings across Britain.

The new warning devices will detect an oncoming train and provide an audible and visible warning to alert users which will have a significant impact on public safety at level crossings.

The the first units are set to be installed within the next 12 months, with the technology due to be rolled out at sites across Britain over the next five years. RVR are monitoring the program to ensure we install the safest solution for their bridleway crossings.

General description

bridleways are those which:

- are shown on definitive maps and statements maintained under Part III of the Wildlife and Countryside Act 1981; or
- have come into being following public path creation agreements or public path creation orders under Part III of the Highways Act 1980; or
- otherwise exist as either public or private rights of way.

Users are expected to use reasonable vigilance to satisfy themselves that no trains are approaching before they start to cross the line. They should cross quickly and remain alert whilst crossing. Users should have sufficient time from first seeing, or being warned of, an approaching train to cross safely.

Footpath crossings should be protected by a stile or self-closing wicket gate on both sides of the railway. They should not have a gate on one side and a stile on the other, nor different widths or types of gates. Stiles and kissing gates may not be appropriate at crossings where the use of bicycles, pushchairs, wheelchairs, etc. is foreseeable.

Bridleway crossings should be protected by a self-closing wicket gate on both sides of the railway.

Unless required to dismount, it should be possible for a mounted horse rider to open the gates without dismounting.

Riders may be required to dismount because of the presence of overhead live conductors.

Otherwise, assume that horse riders will remain mounted while crossing. Make allowances for young or inexperienced riders to lead their mounts. Consider whether cyclists use the crossing. Where appropriate, take measures to encourage cyclists to dismount.

RVR will provide mounting blocks on each side of the crossing.

At bridleway crossings, the gate should be at the decision point. Where this is not practicable, there should be sufficient space to allow a person on horseback to make a decision from a place of safety.

A sign explaining how to cross safely should be displayed at the decision point on each side of the crossing. Appropriate instructions to the users must be provided at appropriate points.

The minimum width between fences guiding users to the decision point or safe waiting area should be 1m for footpath crossings. For bridleway crossings the minimum width should be 3m. These widths may need to be increased depending on user requirements.

Care should be taken not to provide misleading displays to crossing users. Where, for instance, miniature stop lights are provided on one part of a multiple track crossing, they should be provided on all parts of the crossing.

At a user worked crossing which is subject to additional footpath or bridleway crossing rights, stiles or separate gates for use by the pedestrians or riders should be provided. Vehicular gates may be locked shut and restricted to authorised private usage.

Method of operation

The warning time should be greater than the time required by users to cross between the decision points at either end of a crossing. In assessing how quickly users will cross, take account of the mobility of likely users and the type of crossing surface.

As a guide, a walking speed of 1.2 metres per second (m/s) may be used where the surface is level and close to rail level. In other cases, 1 m/s may be more appropriate. Increase the calculated time to cross to take account of foreseeable circumstances such as impaired mobility of users, numbers of pushchairs and bicycles or where there is a slope or step up from the decision point.

Where the warning time is insufficient, additional protective equipment should be provided and may include:

- miniature stop lights,
- telephones provided on both sides of the crossing and connected to a supervising point, which is always open when the railway line is open; or
- audible warnings of trains (preferably generated at the crossing itself). Where train speeds are low and the service infrequent, whistle boards positioned not more than 400 m from the crossing may help give warning of a train's approach.

Where whistle boards are considered, take account of:

- the speed of sound (330 m/s) and the speed of the train;
- the possibility that train drivers will not sound the horn, especially at certain times of the day or night;
- the possibility that train horns may be inaudible at the crossing because of background noise; and
- the possible impact of train horn noise on nearby residents.
- Where whistle boards are provided, they are normally required on all railway approaches. The time between first hearing a horn and arrival of a train should be the same for trains travelling in either direction

ORIGINAL SHEET SIZE A1

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COUNTY OF EAST SUSSEX
DISTRICT OF ROTHER

SHEET 4
Railway No.3

124400mN
124200mN
124000mN
123800mN
574400mE
574600mE
574800mE
575000mE
575200mE

Cut Line
Sheet 3
Sheet 4
Sheet 5

CORONATION COTTAGES
Gas Gov
CHURCH LANE
Potters Croft
9m
16.9m
Vineyard
Old Orchard
Drain
Church Farm Oast
29.1m
GP
El Sub Sta
Parsonage Farm
Church Farm Cottage
Church Farm House
St Mary the Virgin Church
Church Terrace
Nethergers
20.7m
Salehurst Halt
(PH)
Old Stone Cottage
Salehurst Halt Barn
LB
Post Office Terrace
Goodgrooms
Goodgrooms Oast
Tennis Court
Pond
Track
Path (um)
Salehurst
22.0m
Bridleway S&R 36b
Salehurst halt 120m x 4m
Farm access ALC
Farm access bridge
Dismantled Railway
River Rother
Church Bridge
Fish Ponds
T5
T6
T7
58
59
60
62
65
67
68
69
70
72
74
76
78
36
0+1400
0+1600
0+1800
0+2000
0+2200

DEPARTMENT FOR TRANSPORT

Rother Valley Railway (Bodiam to Robertsbridge Junction) Order

HIGHWAY TO BE STOPPED UP TEMPORARILY

Bridleway S&R 36b between points T5 & T6 and diverted between points T5, T7 & T6.

- CENTRE LINE OF WORK
- LIMIT OF DEVIATION
- LIMIT OF LAND TO BE ACQUIRED OR USED
- LIMIT OF LAND FOR SURVEY & INVESTIGATION (SHOWN HATCHED OR CROSS HATCHED)

Notes:

The area enclosed by any limit of deviation or any land to be acquired or used is the area extending to the outer edge of the line marking those limits.

- GPS surveys
- volumetric surveys
- topographical surveys
- measured building surveys
- setting out
- boundary disputes
- engineering surveys
- deformation & settlement surveys

JOB TITLE : *Rother Valley Railway "The Clappers" to Junction Road Robertsbridge*
CLIENT : *Rother Valley Railway Ltd.*
DRAWING TITLE : *Plan*

SCALE : *1:1250* JOB No. : *17/08/019*
DWG. No. : *Sheet 4* DATE : *July 2017*
DRAWN BY : *L.Hogben* REV. NO. :
CAD DATE : *29.03.2018*
CADFILE : *Land Use Plans - 26.dwg*

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