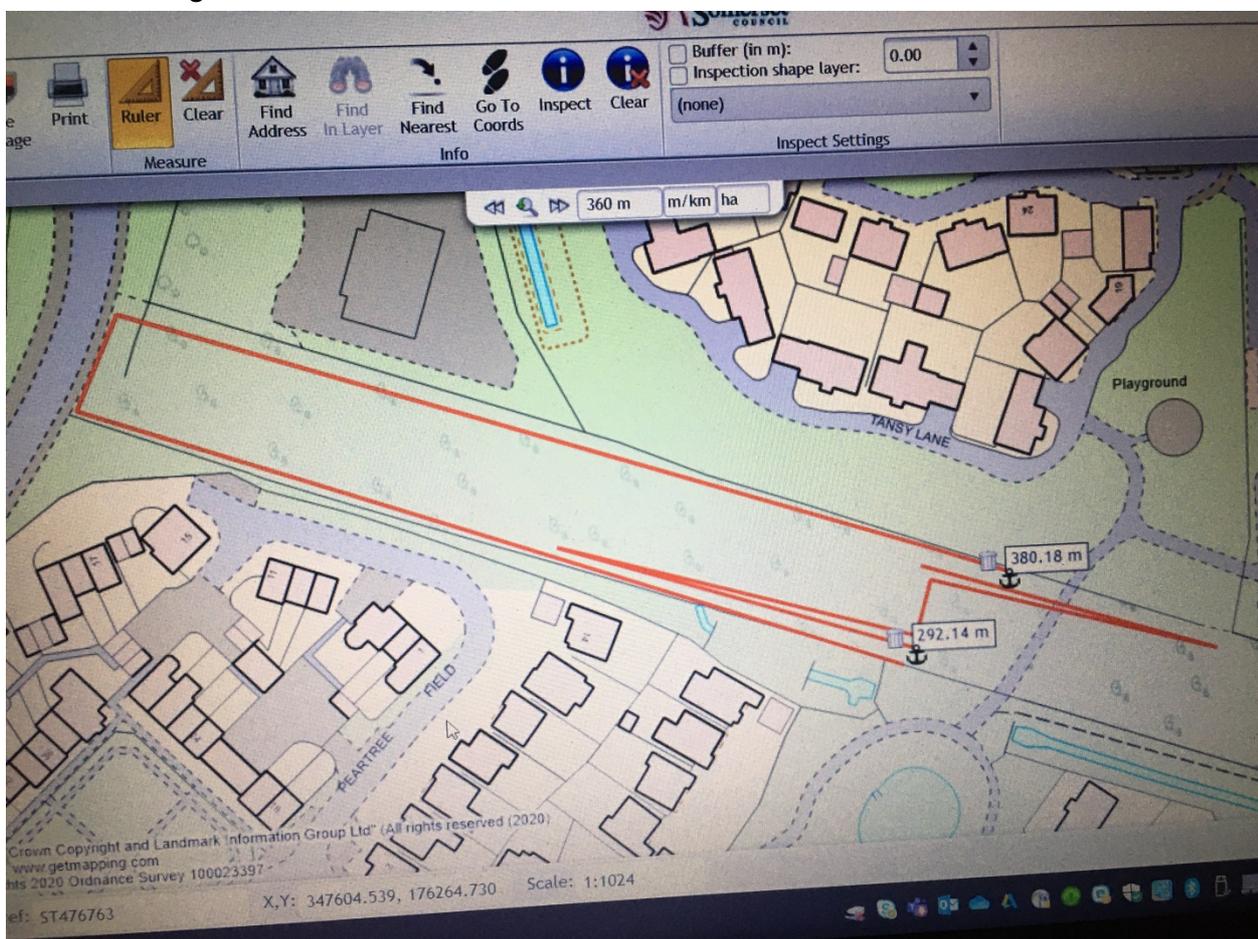


Trinity Footbridge – Revised after 11/1/21 meeting

We wish to put forward the argument that the proposed “Trinity Footbridge” is not necessary and is not providing good value for public funds, whilst also impacting several properties, some severely. This conclusion is based on the published Metro West plans for the proposed station and the surrounding infrastructure, particularly the footbridge.

The primary reason for the conclusion that the footbridge is not necessary is the distance that it saves versus the other safe route which would be to walk around the station using the already proposed footways. The construction of the footbridge to allow accessibility and the proximity of the footbridge to the station has meant that the route is barely shorter than the proposed footways, it is estimated the difference is approximately 100m (just over 1-minute walking time). Please see diagram

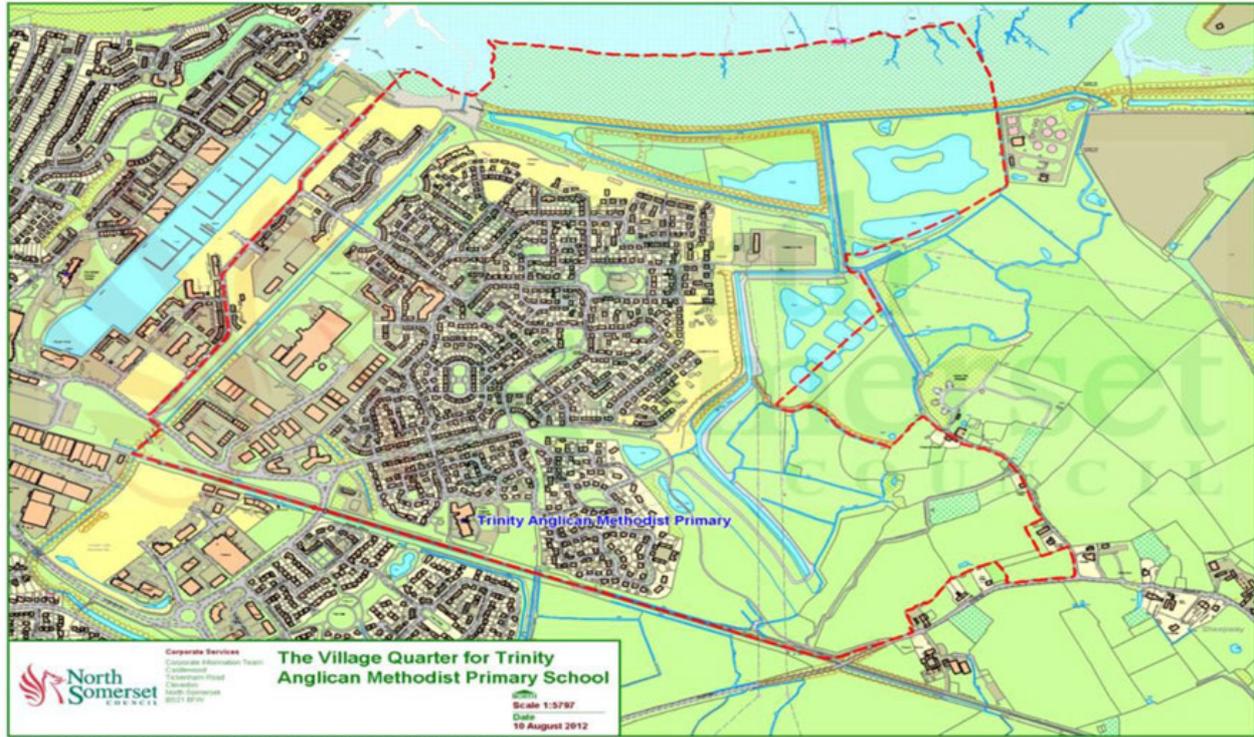


In the meeting on 11/01/21 [REDACTED] stated that this distance was 192m as it was measured in a different way. Either way the distance saved is minimal, especially when compared with the cost of building and maintaining a bridge structure.

Also the alternative footway will be lit and level and not at height which seems preferable if the distance and time saved is minimal. There is an argument that it would be easier for wheelchair users and the like to navigate the extra distance on a relatively level footway, than up a 1:15 ramp.

The secondary reason for the footbridge being unnecessary is the justification used for its existence is flawed. Trinity school catchment is entirely to the north of the railway line and therefore the school users should be minimal. Those already using the pre-existing cut through already have another route via the roadway which would be enhanced by the proposed level and lit gravel paths as part of the station construction.

7. Catchment area (Village Quarter)



Negative Impacts

The limitations of gradient to allow the footbridge to be rightly inclusive have meant that the access ramps are very long and therefore run the full length of 2 properties, whilst also impacting others surrounding it. The two properties that are severely impacted are concerned about the following, but not exhaustive list.

- Privacy & Security - the elevated nature of the structure (approximately 5-6m in height) has meant that the users of this footbridge will have uninterrupted view of the entire gardens of two properties that are currently not overlooked from that side of the garden at all. The users of the footbridge will also have clear view into the bathroom and bedrooms of both houses. This presents real safeguarding concerns as these houses both have children residing in them.
 - 1.
- Peace - The footbridge is lit by approx. 500 LED lights which are motion detected. The trains are limited to an operating period but the footway will be open and accessible all

day and night. This will undoubtedly cause disruption to those effected properties shining directly into bedrooms and illuminating gardens for passing opportunistic criminal activities.

2.

- Damage to Aspect – The houses affected will be able to see the footbridge from every part of their property and garden where currently there is open sky and green trees. This is negatively impacting the feel of the properties that have been built and occupied for the last 20 years. The impact of the train station and proximity to the station is not in question here it is wholly the objection to construction of the bridge.

3.

- Value – the construction of the railway is undoubtably going to affect the value of the adjacent properties with the noise, vibration, smell, fumes and smoke of trains entering/ exiting the station. The footbridge itself will also be a big contributory factor with the artificial lighting, spoilt views and risk of criminal activities. The risk of depreciation in value could be minimalized by limiting the physical factors defined in section 1 LCA 1973, one of which is artificial lighting which will be used on the footbridge.

In conclusion – the necessity for the footbridge does not bear out. The considerable cost of installation, ongoing maintenance of the footbridge and the deep impact to the houses surrounding it is not balanced by the need. This is before part 1 compensation claims are taken into consideration for the impacted properties

Our recommendation is for the plans to include rerouted footways to ensure that there is safe passage around the station using level lit footways and pre-existing infrastructure. Saving public funds and removing the negative impact to an acceptable level.