

Investigation into increasing the lighting levels on the footbridges undertaken by Network Rail identified that any increased lighting levels would cause distraction/blindness to the drivers. There could also be a problem of conflict from short circuiting of the mains voltage for lighting and the high voltage required to run the train. Under the terms of the Health and Safety Regulation it is necessary to shut down the main track electricity supply when undertaking any maintenance works above the lines – this would not be viable as the track is used on a 24-hour basis.

A scheme is currently in hand to improve the lighting on the approaches to the Sparsholt Road footbridge and improvements have already been made to the lighting on the approaches to all the other footbridges in the Borough. These improvements have a limited effect on the bridge deck lighting levels due to the presence of anti-vandal cages which have been fitted by Network Rail.

The types of offences committed on these bridges are robbery and violence against the person which are dealt with by the Metropolitan Police and not British Transport Police.

The council will continue to put pressure on Network Rail to improve the security on the footbridges.

Legal advice has been sought to establish what action the council can take on the footbridges and is as follows:

- The council is responsible for the highway of the bridges but not the fabric (i.e. the tarmac is the councils but not the lighting.).
- There is no legal tool available to force Network Rail to take action.
- The council can only negotiate with Network Rail to carry out works on the bridges.