

THE PROPOSED NETWORK RAIL

(ESSEX AND OTHERS LEVEL CROSSING REDUCTION) ORDER

Network Rail's response to the note submitted by Mr Malcolm Lees of Open Spaces Society dated 10.10.2018

GENERAL QUESTIONS

1. In regards to the general questions numbered 1 – 5 of Mr Lees' note, Network Rail considers that these should have been asked during the cross examination of Network Rail's strategic witnesses in week 2 of the Inquiry. Network Rail would also highlight that similar queries have already been dealt with in the strategic evidence and through cross examination of Network Rail's witnesses.

E38 BATTLESBRIDGE

2. As explained by Susan Tilbrook on 11th October 2018, the difference in height between the current PROW network and the deck of the A1245 is approximately 9.5m. The proposed diversion route would involve the provision of a new set of steps on either side of the bridge, designed and built in line with the guidance in '*Inclusive mobility*'. It is anticipated this would involve around 5 flights of 12 steps on the southern and a similar number on the northern side of the railway, Users of the level crossing currently have to traverse over 15 to 16 continuous steps on the southern side of the crossing (approximately 2.75m in height) - which is beyond the maximum number which *Inclusive Mobility* states should be provided without a landing - as well as a further 5 to 6 steps on the northern side (approximately 1.5m in height).
3. Network Rail is not aware of any current requirement to increase the current train services on this branch line. However, E38 level crossing is a known constraint and its removal from the rail network removes a constraint that would have to be addressed for an improvement in line speed in future. Mr Kenning also explained in evidence on 10th October 2018 that he considered it was possible that line speed on the section of line passing over E38 Battlesbridge could potentially be increased to 60mph (to the west of Battlesbridge Station) if the level crossing were to be removed.
4. Details of the proposed cost savings associated with (1) inspection and maintenance (2) renewals and (3) implementation of NR's Transforming Level Crossing 2015-2040 Strategy are set out in inquiry note NR-126 Note on Monetary Benefits: Breakdown. The removal of Battlesbridge level crossing from the rail network will provide a maintenance and inspection cost saving of £227,530 over a 30 year period. It will also provide a renewals cost saving of £89,100 and in line with the implementation of NR's Transforming Level Crossings 2015-2040 Strategy, it would provide a saving of £452,000 over a 30 year period, which would equate to the footpath renewal and provision of an overlay miniature stop light (OMSL).