

## **THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER**

### **Cow Creek level crossing and impact of diverting users from S12 and S13**

1. During the course of Mr Prest's cross examination, Mr Baker requested that Network Rail (NR) provide the current safety at Cow Creek level crossing and outline the details for the safety impact of diverting users from other closed level crossings in the proposed order.
2. Attached to this note is the current Narrative Risk Assessment (NRA) for Cow Creek level crossing.
3. Closure and diversion of current pedestrians users from S12 Gooderham's and S13 Fords Green, calculated at 1 pedestrian per day based on the 9 day census, resulting in a total of 2 extra users a week being diverted to Cow Creek level crossing. The current ALCRM score at Cow Creek is a C6 with a FWI of 0.000119624. Following the diversion of forecasted users of S12 and S13 to Cow Creek, the ALCRM score remains a C6 with a higher FWI of 0.000199374. This represents no change in Individual or collective Risk but an FWI increase of 0.00007975.
4. The closure of S12 and S13 represents a FWI saving of 0.000085704, which is greater than the increase in FWI at Cow Creek from diverting users, making an overall risk reduction to users.
5. In line with NR wider strategic case and evidence provide by Dr Algaard, the closures of S12 and S13 will allow NR to focus on the remaining crossing at Cow Creek, which would be a potential candidate in the future for a technology upgrade or inclusion within another phase of possible level crossing closures at a future date.