

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

### Operational Impacts of level crossings

1. During the course of Mr Prest's general evidence, the Inspector requested information as to any specific examples within the Suffolk Order of operational impacts that can arise from level crossings as discussed in Dr Algaard's Proof of Evidence at paragraphs 2.4.1 to 2.4.5.
2. There has been 4 occasions in 2017 at S22 Weatherby where trains have been cautioned following 4 near misses with pedestrians. Crossing S25 Cattishall had a fatality in 2014, which involved trains being cautioned.
3. There are no level crossings within the Suffolk Order that have had recorded incidents involving gates being left open as these are typically associated with vehicular level crossings.<sup>1</sup>
4. The table below outlines the recorded number of times that the track has been tamped over each level crossing. There are no recorded TTROs being applied for to cover these works.

| <b>Id</b> | <b>Asset Description</b> | <b>2012/13</b> | <b>2013/14</b> | <b>2014/15</b> | <b>2015/16</b> | <b>2016/17</b> | <b>2017/18</b> | <b>Grand Total</b> |
|-----------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| S01       | SEA WALL                 | 2              | 1              | 0              | 0              | 0              | 3              | 6                  |
| S02       | BRANTHAM HIGH BRIDGE     | 1              | 3              | 0              | 0              | 0              | 0              | 4                  |
| S03       | BUXTON WOOD              | 2              | 2              | 0              | 1              | 0              | 0              | 5                  |
| S04       | ISLAND                   | 1              | 2              | 1              | 0              | 0              | 0              | 4                  |
| S07       | BROOMFIELD               | 0              | 0              | 0              | 1              | 0              | 0              | 1                  |
| S08       | STACPOOL                 | 0              | 1              | 0              | 0              | 0              | 1              | 2                  |
| S11       | LEGGETTS                 | 0              | 0              | 1              | 0              | 0              | 0              | 1                  |
| S12       | GOODERHAMS               | 1              | 2              | 0              | 1              | 0              | 1              | 5                  |
| S13       | FORDS GREEN              | 1              | 0              | 2              | 0              | 0              | 0              | 3                  |
| S16       | GISSLINGHAM              | 1              | 1              | 0              | 0              | 3              | 2              | 7                  |
| S17       | PAYNES                   | 1              | 0              | 1              | 0              | 2              | 0              | 4                  |
| S18       | COWPASTURE               | 1              | 0              | 3              | 1              | 2              | 0              | 7                  |
| S21       | ABBOTTS                  | 1              | 0              | 2              | 0              | 0              | 0              | 3                  |
| S22       | WEATHERBY                | 0              | 0              | 0              | 0              | 0              | 0              | 0                  |
| S23       | HIGHAM                   | 0              | 0              | 0              | 0              | 0              | 0              | 0                  |
| S24       | HIGHAM GROUND FRAME      | 0              | 0              | 0              | 0              | 0              | 0              | 0                  |
| S25       | CATTISHALL               | 0              | 0              | 0              | 0              | 0              | 0              | 0                  |
| S27       | BARRELS NO. 19           | 0              | 1              | 0              | 1              | 0              | 0              | 2                  |
| S28       | GROVE FARM NO. 20        | 0              | 1              | 0              | 0              | 0              | 0              | 1                  |
| S29       | HAWK END LANE NO. 27     | 0              | 0              | 0              | 1              | 0              | 0              | 1                  |
| S30       | LORDS                    | 0              | 0              | 0              | 1              | 0              | 0              | 1                  |

<sup>1</sup> There are examples of such incidents at level crossings contained within the proposed Network Rail (Cambridgeshire Level Crossing Reduction) Order.

|     |                    |    |    |    |   |   |    |           |
|-----|--------------------|----|----|----|---|---|----|-----------|
| S31 | MUTTON HALL NO. 30 | 1  | 1  | 3  | 1 | 0 | 4  | 10        |
| S69 | BACTON             | 1  | 0  | 0  | 0 | 0 | 0  | 1         |
|     | <b>Grand Total</b> | 14 | 15 | 13 | 8 | 7 | 11 | <b>68</b> |

5. There are no recorded occasions of the ride quality being impacted due to the inability of NR to close a level crossing. This can be explained by the fact that in the case of the level crossings above the track tamping and maintenance works carried out over the past 5 years has been completed without the need for closing the level crossing.
6. In terms of closure for other maintenance works, S01 Sea Wall was also subject to a TTRO from May 2011 to August 2012 due to insufficient sighting caused by vegetation. Network Rail also undertook works to renew the steps leading down to the level crossing during that closure: if undertaken at a different time, those works would have otherwise required the crossing to be closed under a TTRO.