**Network Rail’s application of Network Code Part D, 4.6 – Decision Criteria – Sheepcote Curves Blockade (SO250/SW100)**

**Decision Criteria Table**

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| Record of the application of Network Code Part D4.6 Decision Criteria in relation to: | |
| i) | The construction of the Sheepcote Curves RRAP (Road Rail Access Point) during a blockade in March 2024 (in Weeks 50, 51 and 52) |
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In making this decision, Network Rail has carefully considered its obligations under Part D of the Network Code, including the application of the Decision Criteria at Condition D4.6.2 of Part D of the Network Code. The following table sets out Network Rail’s application of the Decision Criteria.

The possessions in question are as follows:

In Week 50 P2023/3992046 West London Jn (SW) to Latchmere No.3 Jn 0435 Monday to 0050 Tuesday

P2023/3992097 West London Jn (SW) to Latchmere No.3 Jn 0440 Tuesday to 0050 Wednesday

P2023/3992098 West London Jn (SW) to Latchmere No.3 Jn 0440 Wednesday to 0050 Thursday

P2023/3992117 West London Jn (SW) to Latchmere No.3 Jn 0440 Thursday to 0050 Friday

P2023/3992048 West London Jn (SW) to Latchmere No.3 Jn 0440 Friday to 2200 Friday

In Week 51 P2023/3993572 West London Jn (SW) to Latchmere No.3 Jn 0400 Monday to 2200 Friday

In Week 52 P2023/3993663 West London Jn (SW) to Latchmere No.3 Jn 0435 Monday to 0040 Tuesday

P2023/3997362 West London Jn (SW) to Latchmere No.3 Jn 0500 Tuesday to 0040 Wednesday

P2023/3997363 West London Jn (SW) to Latchmere No.3 Jn 0500 Wednesday to 0040 Thursday

P2023/3997364 West London Jn (SW) to Latchmere No.3 Jn 0500 Thursday to 2200 Friday

In applying the Decision Criteria Network Rail has weighted the considerations using the below weighting:

N/A - Not applicable in this case

Low: is relevant and of very low importance in this case

Medium: is relevant and of medium importance in this case

High: is of high relevance and high importance in this case

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| **Decision Criteria** | | | | |
| **Objective (4.6.1)**  *To share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway services.* | | | | |
| **Decision Criteria Considerations (4.6.2)** | | **Relevance (Yes or N/A)** | **Weighting** | **Network Rail Opinion & Evidence** |
| a | Maintaining, developing and improving the capability of the Network; | Y | High | Currently, the only access points suitable for moving Road Rail Vehicles (RRVs) on and off the track on the Windsor lines between Waterloo and Richmond are at New Covent Garden Police Compound (2m 15ch) and Vine Road Level Crossing (7m 28ch).  The New Covent Garden Police Compound requires 7 days prior agreement with the Metropolitan Police and is limited to one vehicle. As such, it reduces our ability to undertake both routine maintenance activities such as managing rail defects as well as major renewals such as track renewals. Currently, we would either hire unreliable 1970s vintage rail cranes or transport equipment up to seven miles from Vine Road to Waterloo.  The alternative option of using Covent Garden Market RRAP on the mainline side is often impractical due to the need to close all lines to traffic while moving equipment to and from site. All line blockages are only available for about 3 hours per night between Waterloo and Clapham Junction, which does not leave enough time to undertake works.  The provision of a Road Rail Access Point (RAP) provides on the Sheepcote Curves (next to West London Jn) at 3m 29ch would provide a facility to bring on people and machinery close to three heavily trafficked junctions at Clapham Junction, Queenstown Road and Nine Elms Junction. Due to the location, adjacent to the Wessex/Sussex route boundary, the facility would also be available for Sussex route colleagues maintaining the intensely used West London line route between Clapham Junction and Imperial Wharf. |
| b | That the spread of services reflects demand; | N/A | Neutral | There have been no regular passenger services on this route since the 1980s and its primary use until 2007 was for empty stock movements for Eurostar services between Waterloo and North Pole Depot. At the time of consideration, there were no advertised services operating over the Sheepcote Curves other than one infrastructure monitoring unit which transits via this route. |
| c | Maintaining and improving train service performance; | Y | Medium | Currently, the maintenance team have significant difficulty maintaining the track between Waterloo and Point Pleasant Jn (Windsor lines) due to a lack of suitable RRV access. Therefore, removing rail defects can often only be undertaken in longer possessions at weekends or multiple overnight possessions. This can lead to speed restrictions being in place on infrastructure longer than we would like. This impacts on performance of train operators in a critical area (Track Category 1). |
| d | That journey times are as short as reasonably possible; | N/A | Neutral | Delivery of a Road Rail Access Point has no direct impact on journey times. |
| e | Maintaining and improving an integrated system of transport for passengers and goods; | Y | Medium | Provision of a Road Rail Access Point will improve the efficiency of engineering possessions which should reduce disruption to operators and/or improve the quality of assets. |
| f | The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware; | Y | High | Network Rail has considered the existing known commercial interests of impacted Operators. With no published train paths, we are not aware of any commercial impact on any timetable participants.  Installation of a RRAP at the Sheepcotes Curves is budgeted for £650,000 in the current financial year with the balance of the works costing £225,000 to be paid for in the next financial year. We are unable to move spending between Control Periods.  We expect there to be ongoing savings to work deliverers in the form of reduced hire cost of cranes, engineering trains and road closures. We also expect savings from avoiding lost work because usage of RRVs is more reliable than rail cranes. |
| g | Seeking consistency with any relevant ESG output. | N/A | Neutral | No ESG consideration relevant. |
| h | That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed; | N/A | Neutral | No impact to International paths. |
| i | Mitigating the effect on the environment; | Y | Low | Reduced mileage for rail cranes and engineering haulage and reduced road closures |
| j | Enabling operators of trains to utilise their assets efficiently; | Y | Neutral | No participating timetable users have any timetabled services on this route |
| k | Avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and | N/A | Neutral | Not relevant |
| l | No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed. | N/A | Neutral | No impact to International freight. |
| **Decision Taken: Network Rail to undertake the blockade to construct a new Rail Access Point on the Sheepcote Curves** | | |  |  |