

Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:																
i)	4L73 MO															
ii)	4L73 MSX															
During the processing of DBLE25PSB00000, which is for a class 4 intermodal service, split to operate within the timetable as a Monday (MO) and Monday excluded Weekday service (MSX), with the proposed routing and times as follows;																
Location	Location Name	Working Times		Public Times		Dwell	Activity	Line		Allowances					Public Offsets	
		Arr	Dep	Arr	Dep			Plat	Line	Eng	pth	prf	Adj	Arr	Dep	
DONCRPF	DONCASTER EPT (FLINERS)	12.07	12.08	12.07	12.08	01:00	TB	U-SDG Siding	—					00:00	00:00	
DONCPCJ	POTTERIC CARR JN.		12/11			/		U-UES Up East Slow	ESL					00:00	00:00	
DONCBCJ	BLACK CARR JN (DONCASTER)		12/12			/		U-UP Lincoln	—					00:00	00:00	
BESSCRJ	BESSACARR JN		12/13			/		U-ULF Fast Up	U					00:00	00:00	
BECKGHM	BECKINGHAM LOOP	12*31	12*36	12.31	12.36	05:00	A*	U-LOOP Slow Up	—	1				00:00	00:00	
GBROTJ	GAINSBOROUGH TRENT JNS		12/42			/		U-ML Fast Up	—					00:00	00:00	
GBGHLRD	GAINSBOROUGH LEA ROAD		12/43½			/		U-FL Fast Up	—					00:00	00:00	
SAXILBY	SAXILBY		12/55½			/		U-ML Fast Up	—	1				00:00	00:00	
PYEWIPJ	PYEWIPE JN		13/01½			/		U-ML Fast Up	—					00:00	00:00	
WHOLMSJ	WEST HOLMES JN		13/02½			/		U-GL Goods	—					00:00	00:00	
LINCLNC	LINCOLN		13/04			/		UP UG	—					00:00	00:00	
PELHMST	PELHAM STREET JN.		13/04½			/		U-SLF Fast Up	—					00:00	00:00	
MTHRNGH	METHERINGHAM		13/18			/		U-ML Fast Up	—	1				00:00	00:00	
SLEFDNJ	SLEAFORD NORTH JN		13/29½			/		U-ML Fast Up	UA					00:00	00:00	
SLEFDSJ	SLEAFORD SOUTH JN		13/31½			/		U-ML Fast Up	—					00:00	00:00	
QUAD070	QUADRING SIGNAL WS7070		13/42½			/		Up Main	—	1				00:00	00:00	
SPALDNG	SPALDING		13/51			/		U-1 Fast Up	—	1				00:00	00:00	
GLNTNJN	GLINTON JUNCTION		14/08			/		U-SPAL Fast Up	WL					00:00	00:00	
MRHLMJN	MARHOLM JUNCTION		14/10			/		U-WDU Fast Up	—		1½		1	00:00	00:00	
PBRO	PETERBOROUGH	14C16	14pC19½	14.16	14.19	03:30	C*	U-5 Dn Slow	M					00:00	00:00	
PBROE	PETERBOROUGH EAST JN.		14/22			/		U-FL Fast Up	—					00:00	00:00	
KGSDYKE	KINGS DYKE		14/27			/		U-ML Fast Up	—					00:00	00:00	
WHTLSEA	WHITTLESEA		14/30			/		U-2 Fast Up	—		3			00:00	00:00	
WHTLW6	EASTREA SIGNAL W6		14/35½			/		U-ML Up Fast	—					00:00	00:00	
THRRHSH	THREE HORSE SHOES		14/37			/		U-ML Fast Up	—	1				00:00	00:00	
MRCHWJN	MARCH WEST JN		14/43½			/		U-ML Fast Up	—					00:00	00:00	
MRCH	MARCH		14/44			/		U-2 Fast Up	—					00:00	00:00	
MRCH934	MARCH SOUTH SIGNAL MS934		14/46½			/		U-ML Fast Up	—					00:00	00:00	
STNA	STONEA		14/49½			/		U-ML Fast Up	—					00:00	00:00	
MANEA	MANEA		14/51½			/		U-2 Fast Up	—					00:00	00:00	
MANE924	MANEA SIGNAL CA924		14/54			/		U-ML Fast Up	—	1				00:00	00:00	
ELYYNJN	ELY NORTH JN		15/02½			/		U-UL Fast Up	UL					00:00	00:00	
ELYY	ELY		15/05½			/		U-2 Fast Up	—					00:00	00:00	
ELYDLN	ELY DOCK JN		15/07			/		U-UL Fast Up	—					00:00	00:00	
WATBECH	WATERBEACH		15/17			/		U-1 Fast Up	—		2			00:00	00:00	
CAMBNTN	CAMBRIDGE NORTH		15/22			/		U-1 Up Main	—					00:00	00:00	
CLDHMLJ	COLDHAM LANE JN		15/23½			/		U-ML Fast Up	UMT		2			00:00	00:00	
CAMBDGE	CAMBRIDGE	15a*27½	15*33	15.28	15.33	05:30	A*	U-TL Through Line	UM					00:00	00:00	
SHPRBTJ	SHEPRETH BRANCH JN		15/38			/		U-ML Fast Up	—					00:00	00:00	
AUDLEYE	AUDLEY END		15/53½			/		U-1 Fast Up		1	3			00:00	00:00	
STANNJN	STANSTED NORTH JUNCTION		16/07			/		U-ML Fast Up	—					00:00	00:00	
STANMFC	STANSTED MOUNTFITCHET		16/08			/		U-1 Fast Up	—		1			00:00	00:00	
BSHPSFD	BISHOPS STORTFORD		16/12			/		U-2 Fast Up	—					00:00	00:00	
HRLWTWN	HARLOW TOWN		16/20			/		U-2 Fast Up	—		1½			00:00	00:00	
BROXBNJ	BROXBORNE JN		16/25½			/		U-ML Fast Up	—		1			00:00	00:00	
BROXBRN	BROXBORNE		16/27½			/		U-2 Fast Up	—		4		½	00:00	00:00	
CHESHNT	CHESHUNT		16/35			/		U-1 Fast Up	—		2½			00:00	00:00	
BYSTJN	BURY STREET JN		16/45			/		U-ML Fast Up	—		4½			00:00	00:00	
SEVNSIS	SEVEN SISTERS		16/55			/		U-1 Fast Up	—		1½			00:00	00:00	
STOTNHM	SOUTH TOTTENHAM		16/58			/		D-2 Fast Down	—		2½			00:00	00:00	
LEYTNMR	LEYTON MIDLAND ROAD		17/06½			/		D-2 Fast Down	—		1½			00:00	00:00	
WDGRNPK	WOODGRANGE PARK		17/13			/		D-2 Fast Down	—					00:00	00:00	
BARKNGJ	BARKING STATION JUNCTION		17/14½			/		Dn T&H	—					00:00	00:00	
BARKING	BARKING		17/15½			/		D-7 DCL	ML					00:00	00:00	
RPLLWJN	RIPPLE LANE WEST JUNCTION		17/17			/		D-ML Down Tilbury	GL		6½			00:00	00:00	
RPLL807	RIPPLE LANE SIGNAL 807	17*29	17*44	17.29	17.44	15:00	A*	D-GL Goods	GL					00:00	00:00	
DGNHMDC	DAGENHAM DOCK		17/51			/		D-2 Dn Tilbury	—					00:00	00:00	
RNHAME	RAINHAM		17/53½			/		D-2 Fast Down	—		2			00:00	00:00	
PURFLET	PURFLEET		18/00			/		D-2 Fast Down	—		1½			00:00	00:00	
WTHRCKJ	WEST THURROCK JN		18/05½			/		D-DT Fast Down	—		½			00:00	00:00	
GRAYS	GRAYS		18/07			/		D-2 Fast Down	—					00:00	00:00	
TLBYTWN	TILBURY TOWN		18/09½			/		D-2 Fast Down	—				1½	00:00	00:00	
THMSHVJ	THAMES HAVEN JN		18/19½			/		Down Thames Haven	—		½			00:00	00:00	
THMSL11	LONDON GATEWAY PORT LG11	18a*24½	18p*52½	18.25	18.52	28:00	A*	Down Thames Haven	—					00:00	00:00	
THMSLGA	LONDON GATEWAY ARRIVAL	18aOP55½	18pOP57½	18.56	18.57	02:00	OP	Down Arrival	—				½	00:00	00:00	
THMSFLI	LONDON GATEWAY FRGHTLINER	19.01	19.02	19.01	19.02	01:00	TF	Down Siding	—					00:00	00:00	

Network Rail have considered information provided from the timetable planning department and the route level crossing risk assessment team, leading to a decision on the train slots i) and ii) identified above, this document outlines how the information gathered has been assessed and applied in relation to the relevant parts of the Network Code.

In accordance with Network Code Condition 4.6.4: The Objective and the Considerations together form the Decision Criteria.

Part A 1.1 General Interpretation;
“The paramount objective in the railway industry is to operate a safe and secure railway on which the elements of risk to safety and security are reduced to a level as low as reasonably practicable”.

Part D 4.6 The Decision Criteria
4.6.1 Network Rail have considered the Decision Criteria and concluded that, based on route Level Crossing Risk assessment (updated October 2024), to publish the Trains Slots as bid would constitute a breach of the Objective, described in Network Code D4.6.1;
“Where Network Rail is required to decide any matter in this Part D its objective shall be 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 railway services (“the Objective”).”

It is the view of the Anglia Route Safety team that, based on ALCRM risk assessment at multiple level crossings on the proposed line of route, the additional access that the operator seeks cannot be safely accommodated.

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.

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

Decision Criteria					
<div>Objective (4.6.1)</div> <div>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.</div>					
Decision Criteria Considerations (4.6.2)		Relevance (Yes or N/A)	Weighting	Evidence	Network Rail Opinion
a	Maintaining, developing, and improving the capability of the Network;	Yes	Low	<div>Waterbeach:</div> <ul style="list-style-type: none">Very high-risk AHB crossing at a station with staggered platforms.The half-barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers. An increase in capacity means longer barrier downtimes and the potential increase in misuse at an already high-risk crossing. Non-stopping trains are the ones that increase the risk significantly <div>Wharf Road:</div> <ul style="list-style-type: none">Wharf Road is an AHB crossing where we have had 4 fatalities since 2012, 2 of which were deemed to be accidental. Agreement with the ORR a full barrier crossing would be suitable, but this would be difficult if we are planning to run more trains.<ul style="list-style-type: none">17 incidents reported since 2019Incidents include barrier weaving by cyclists, pedestrian and vehiclesThe half barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers.Very high risk crossing with lots of incidents of both vehicles and pedestrians crossing while the barriers are lowered and trains approachingRoute pay to have security on the crossing 18 Hrs per day, which has minimal impact.Crossing is due to be upgraded in CP7, barrier down time will be a significant challenge to this. <div>Windmill Lane:</div> <ul style="list-style-type: none">Barriers are lowered blocking the road for approximately 60.8% of each hour on average, in the worst hour the barriers are down for 75.3% of the hour which is between 18.30 to 19.30.906 vehicles use the crossing per day with a split of 50% in each direction.<ul style="list-style-type: none">72 incidents reported since 2019 inc 7 near missesHistory of barrier jumping by pedestriansHistory of vehicles jumping the lightsAdditional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing usersincreases Signaller workload. <div>Enfield Lock:</div>	<div>These factors will not meet the objective outlined in Part A 1.1, posing increased risk of reduced network capability.</div> <div>The impact of these services over a series of level crossings having further increased levels of barrier down time increase the safety risk of barrier use. This may lead to misuse and therefore damage to the network or its assets. It may lead to vandalism.</div> <div>By the very nature of increasing service levels there is a risk of impact on the ability to run infrastructure monitoring services over these sections. This also brings about conditions where there would be an increased level of risk of disruption, failed recordings can lead to closure of rail infrastructure due to track compliance.</div> <div>These services pose a direct increase in service use of the infrastructure and may lead to quicker degradation of infrastructure, requiring more frequent or more disruptive engineering works to undertake routine or required maintenance.</div> <div>Further to this, in relation to train slot ii).</div>

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				<ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 66.4% of each hour on average, in the worst hour the barriers are down for 84.5% of the hour which is between 17.15 to 18.15. 5707 vehicles use the crossing per day with a split of 60% more in the up direction. <ul style="list-style-type: none"> 68 incidents reported since 2019 including 4 near misses Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users increases Signaller workload. <p>Brimsdown:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 65% of each hour on average, in the worst hour the barriers are down for 82.5% of the hour which is between 08.15 to 09.15. 7282 vehicles use the crossing per day with a split of 50% in each direction. <ul style="list-style-type: none"> 66 incidents reported since 2019 including 3 near misses Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users Increases Signaller workload. 	<p>in accordance with Network Code condition Part D 4.3.1(b)(ii) - The following non-compliance has been identified.</p> <p>4L73HA passes South Tottenham from Seven Sisters at 16:58, only 3'00 before 5Q98EA [TFO] passes from Harringay Park. TPRs require 6'00 headway at South Tottenham.</p> <p>FLIM have suggested that the 3'00 junction margin can be used as 4L73 and 5Q98 are diverging at South Tottenham East Jn. The Anglia TPR lead has stated this is not sufficient as a converging margin should be used at South Tottenham. A new margin of 4'30 minutes is being introduced to the TPRs and Anglia would allow that to be used here but still does not fix the non-compliance.</p>
b	That the spread of services reflects demand;	Yes	Medium	<p>The train is Train Planning Rules compliant, therefore the evidence does support it could be included in the timetable,</p> <p>The operators submission for the path in itself is evidence of demanded for the service.</p>	- A rules compliant additional service could be added to the timetable, however, in doing so would create further safety risks to all users, as detailed in all other relevant conditions.
c	Maintaining and improving train service performance;	Yes	High	<ul style="list-style-type: none"> T&V risk – assumption barriers are down for the passenger train in platform and not for the through freight trains increases fatality consequences for trespass. <p>Waterbeach:</p> <ul style="list-style-type: none"> The half-barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers. An increase in capacity means longer barrier downtimes and the potential increase in misuse at an already high-risk crossing. Non-stopping trains are the ones that increase the risk significantly <p>Wharf Road:</p> <ul style="list-style-type: none"> Wharf Road is an AHB crossing where we have had 4 fatalities since 2012, 2 of which were deemed to be accidental. Agreement with the ORR a full barrier crossing would be suitable, but this would be difficult if we are planning to run more trains. <ul style="list-style-type: none"> 17 incidents reported since 2019 Incidents include barrier weaving by cyclists, pedestrian and vehicles The half barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers. Very high risk crossing with lots of incidents of both vehicles and pedestrians crossing while the barriers are lowered and trains approaching Crossing is due to be upgraded in CP7, barrier down time will be a significant challenge to this. <p>Windmill Lane:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 60.8% of each hour on average, in the worst hour the barriers are down for 75.3% of the hour which is between 18.30 to 19.30. <ul style="list-style-type: none"> 72 incidents reported since 2019 inc 7 near misses History of barrier jumping by pedestrians History of vehicles jumping the lights Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users <p>Enfield Lock:</p>	<p>With increased Barrier down time, high misuse risk poses a significant performance risk on the network. Should an incident occur, there will be significant increased workload for Control, signalling and operational staff. The possibility of wide disruption of direct and indirect services. Significant increase in journey times for passenger.</p> <p>This train is planned to run up the WAML (West Anglia Main Line) over multiple high risk LX in the peak shoulder or the PM peak, with a stop at Cambridge that restricts movements to the north of the station, then crosses the down main at Cheshunt towards South Tottenham and via the T&H to Barking, all commuter railways during the PM peak. The risk of a signal check and blocking back at one of the junctions, or of consequential impact associated with the WTT being dependent on trains over taking each other in the WAML loops and the mixed passenger service pattern, is high.</p> <p>The level of disruption that could be experienced in the event of a level crossing incident would</p>

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d	That journey times are as short as reasonably possible;	Yes	Low	<p>East Tilbury:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 28.5% of each hour on average, the worst hour the barriers are down for 51.2% of the hour. We receive lots of complaints from MOP and the local MP around barrier down time and the impact it has on the local community. <p>Grays:</p> <ul style="list-style-type: none"> Increased freight leads to more trains passing in one barrier activation. <p>Waterbeach:</p> <ul style="list-style-type: none"> An increase in capacity means longer barrier downtimes and the potential increase in misuse at an already high-risk crossing. <p>Wharf Road:</p> <ul style="list-style-type: none"> An increase in capacity means longer barrier down times and the potential increase in misuse at an already high risk crossing. <ul style="list-style-type: none"> 17 incidents reported since 2019 Incidents include barrier weaving by cyclists, pedestrian and vehicles Crossing is due to be upgraded in CP7, barrier down time will be a significant challenge to this. <p>Windmill Lane:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 60.8% of each hour on average, in the worst hour the barriers are down for 75.3% of the hour which is between 18.30 to 19.30. Barrier downtime is excessive and we cannot close the road to the public more than it is. <p>Enfield Lock:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 66.4% of each hour on average, in the worst hour the barriers are down for 84.5% of the hour which is between 17.15 to 18.15. Barrier downtime is excessive and we cannot close the road to the public more than it is. <p>Brimsdown:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 65% of each hour on average, in the worst hour the barriers are down for 82.5% of the hour which is between 08.15 to 09.15. Barrier downtime is excessive and we cannot close the road to the public more than it is. 	<p>With high misuse risk and high barrier downtimes, the risk of performance impact due to misuse would lead to increased journey times for other rail users and the conveyance of goods.</p> <p>The wider impact of more traffic over some level crossings, such as East Tilbury, where the crossing is used to access each platform, could result in missed connections for passengers using rail services.</p>

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e	Maintaining and improving an integrated system of transport for passengers and goods;	Yes	High	<p>Waterbeach:</p> <ul style="list-style-type: none"> <i>The half-barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers.</i> <i>An increase in capacity means longer barrier downtimes and the potential increase in misuse at an already high-risk crossing.</i> <p>Wharf Road:</p> <ul style="list-style-type: none"> <i>Wharf Road is an AHB crossing where we have had 4 fatalities since 2012, 2 of which were deemed to be accidental. Agreement with the ORR a full barrier crossing would be suitable, but this would be difficult if we are planning to run more trains.</i> <ul style="list-style-type: none"> <i>17 incidents reported since 2019</i> <i>Incidents include barrier weaving by cyclists, pedestrian and vehicles</i> <i>The half barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers.</i> <i>Very high risk crossing with lots of incidents of both vehicles and pedestrians crossing while the barriers are lowered and trains approaching</i> <p>Windmill Lane:</p> <ul style="list-style-type: none"> <i>Barriers are lowered blocking the road for approximately 60.8% of each hour on average, in the worst hour the barriers are down for 75.3% of the hour which is between 18.30 to 19.30.</i> <i>906 vehicles use the crossing per day with a split of 50% in each direction.</i> <ul style="list-style-type: none"> <i>72 incidents reported since 2019 inc 7 near misses</i> <i>History of barrier jumping by pedestrians</i> <i>History of vehicles jumping the lights</i> <i>Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users</i> <p>Enfield Lock:</p> <ul style="list-style-type: none"> <i>Barriers are lowered blocking the road for approximately 66.4% of each hour on average, in the worst hour the barriers are down for 84.5% of the hour which is between 17.15 to 18.15.</i> <i>5707 vehicles use the crossing per day with a split of 60% more in the up direction.</i> <ul style="list-style-type: none"> <i>68 incidents reported since 2019 including 4 near misses</i> <i>Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents</i> <i>Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users</i> <p>Brimsdawn:</p> <ul style="list-style-type: none"> <i>Barriers are lowered blocking the road for approximately 65% of each hour on average, in the worst hour the barriers are down for 82.5% of the hour which is between 08.15 to 09.15.</i> <i>7282 vehicles use the crossing per day with a split of 50% in each direction.</i> <ul style="list-style-type: none"> <i>66 incidents reported since 2019 including 3 near misses</i> <i>Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents</i> <i>Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users</i> 	<p>With increased barrier down time, increased risk of misuse, integrated services would be heavily impacted. Leading to road congestion and wider spread disruption for road users and road transport flows and local residents.</p> <p>However, it is also the case that the avoidance of an increase road haulage services from the London Gateway intermodal plan could deliver a benefit the integrated movement of good to and from the port</p>
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;	Yes	Low	<p>East Tilbury:</p> <ul style="list-style-type: none"> <i>increases BDT with unwanted behaviours from crossing users will Increase signaller workload on an already busy crossing desk.</i> <i>Additional freight paths adds longer and slower trains which increases BDT which will lead to an increase in near misses and poor user behaviour:</i> <ul style="list-style-type: none"> <i>20 incidents reported since 2019 including 2 near misses</i> <i>Vehicles jumping the lights</i> <i>Pedestrians trapped within barriers</i> <i>Pedestrian barrier strikes</i> <i>Pedestrian Jumping over barriers</i> 	<p>There is a risk of increased costs arising from incidents or disruption arising from barrier misuse or vehicle strikes</p> <p>Running the train is presumably in the commercial interest of the operator, However, NR's obligation to deliver The Objective and the overarching safety impact</p>

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				<ul style="list-style-type: none"> We receive lots of complaints from MOP and the local MP around barrier down time and the impact it has on the local community. <p>Grays:</p> <ul style="list-style-type: none"> increases BDT with unwanted behaviours from crossing users will Increase signaller workload, due to the very high probability the users will ignore the lights, meaning the signaller will have to stop the barriers or raise them again. Additional freight paths adds longer and slower trains which increases BDT which will lead to an increase in near misses and poor user behaviour including people trespassing from the crossing to the station: <ul style="list-style-type: none"> 68 incidents reported including 2 near misses Constant misuse with pedestrians crossing against lights Pedestrian barrier strikes Child size gaps kicked through barrier Trespass and vandalism Increased use while station lift installed Community link 24 hour use Pedestrians trapped inside barriers T&V risk – assumption barriers are down for the passenger train in platform and not for the through freight trains increases fatality consequences for trespass <p>Waterbeach:</p> <ul style="list-style-type: none"> The half-barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers. An increase in capacity means longer barrier downtimes and the potential increase in misuse at an already high-risk crossing <p>Wharf Road:</p> <ul style="list-style-type: none"> Wharf Road is an AHB crossing where we have had 4 fatalities since 2012, 2 of which were deemed to be accidental. Agreement with the ORR a full barrier crossing would be suitable, but this would be difficult if we are planning to run more trains. <ul style="list-style-type: none"> 17 incidents reported since 2019 Incidents include barrier weaving by cyclists, pedestrian and vehicles The half barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers. Very high risk crossing with lots of incidents of both vehicles and pedestrians crossing while the barriers are lowered and trains approaching Route pay to have security on the crossing 18 Hrs per day, which has minimal impact. Crossing is due to be upgraded in CP7, barrier down time will be a significant challenge to this. <p>Windmill Lane:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 60.8% of each hour on average, in the worst hour the barriers are down for 75.3% of the hour which is between 18.30 to 19.30. 906 vehicles use the crossing per day with a split of 50% in each direction. <ul style="list-style-type: none"> 72 incidents reported since 2019 inc 7 near misses History of barrier jumping by pedestrians History of vehicles jumping the lights Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users increases Signaller workload. <p>Enfield Lock:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 66.4% of each hour on average, in the worst hour the barriers are down for 84.5% of the hour which is between 17.15 to 18.15. 5707 vehicles use the crossing per day with a split of 60% more in the up direction. <ul style="list-style-type: none"> 68 incidents reported since 2019 including 4 near misses Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users increases Signaller workload. <p>Brimsdawn:</p>	outweighs this consideration.
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				<ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 65% of each hour on average, in the worst hour the barriers are down for 82.5% of the hour which is between 08.15 to 09.15. 7282 vehicles use the crossing per day with a split of 50% in each direction. <ul style="list-style-type: none"> 66 incidents reported since 2019 including 3 near misses Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users Increases Signaller workload. 	
g	Seeking consistency with any Long-Term Plan and any relevant Development Timetable produced by an ESG.	N/A	N/A	N/A	N/A
h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;	N/A	N/A	N/A	N/A
i	Mitigating the effect on the environment;	Yes	High	<p>East Tilbury:</p> <ul style="list-style-type: none"> 10000 vehicles per day use the crossing, an equal 50% split in either direction. Barriers are lowered blocking the road for approximately 28.5% of each hour on average, the worst hour the barriers are down for 51.2% of the hour. We receive lots of complaints from MOP and the local MP around barrier down time and the impact it has on the local community. 20 incidents reported since 2019 including 2 near misses Vehicles jumping the lights Pedestrians trapped within barriers Pedestrian barrier strikes Pedestrian Jumping over barriers Longer barrier down times <p>Grays:</p> <ul style="list-style-type: none"> 68 incidents reported including 2 near misses Constant misuse with pedestrians crossing against lights Pedestrian barrier strikes Child size gaps kicked through barrier Trespass and vandalism Increased use while station lift installed Community link 24 hour use Pedestrians trapped inside barriers T&V risk – assumption barriers are down for the passenger train in platform and not for the through freight trains increases fatality consequences for trespass <p>Waterbeach:</p> <ul style="list-style-type: none"> AHB at station subject to very high levels of misuse and near misses <p>Wharf Road:</p> <ul style="list-style-type: none"> 17 incidents reported since 2019 Incidents include barrier weaving by cyclists, pedestrian and vehicles Vehicles to weave around the barriers. Vehicles and pedestrians crossing while the barriers are lowered and trains approaching Security on the crossing 18 Hrs per day, which has minimal impact. <p>Windmill Lane:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 60.8% of each hour on average 906 vehicles use the crossing per day with a split of 50% in each direction. 72 incidents reported since 2019 inc 7 near misses History of barrier jumping by pedestrians History of vehicles jumping the lights <p>Enfield Lock:</p> <ul style="list-style-type: none"> Barriers are lowered blocking the road for approximately 66.4% of each hour on average 5707 vehicles use the crossing per day with a split of 60% more in the up direction. 	<p>There is a high impact on local residents and pedestrians with increased barrier down time. With the amount of vehicles using the crossing there will be a significant risk of congestion on roads and environmental impact for local residents and their quality of life. Local pollution from stationary vehicles and the loco haulage itself would further increase. However, to run the train would be to support the principle of increased freight haulage and the environmental benefits in terms of decreased emissions through the avoidance of road haulage to move the containers that would be carried by the train.</p> <p>Taken on balance the narrow environmental argument favours non-accommodation, whereas the broad impact likely favours accommodation. However, the safety risk posed by the operation of the train outweighs these considerations..</p>

				<ul style="list-style-type: none">68 incidents reported since 2019 including 4 near misses Brimsdown: <ul style="list-style-type: none">Barriers are lowered blocking the road for approximately 65% of each hour on average7282 vehicles use the crossing per day with a split of 50% in each direction.66 incidents reported since 2019 including 3 near misses	
j	Enabling operators of trains to utilise their assets efficiently;	Yes	Low	East Tilbury: <ul style="list-style-type: none">There is no pedestrian footbridge at East Tilbury, this means pedestrians who are trying to get the train are regularly stuck on the wrong side of the crossing and watch their train depart. Grays: <ul style="list-style-type: none">The crossing remains one of the highest risk on Anglia Route, mainly driven by the very poor behaviour we see from the public who use it, this includes people trespassing from the crossing to the station. Waterbeach: <ul style="list-style-type: none">Very high-risk AHB crossing at a station with staggered platformsThe half-barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriers Wharf Road: <ul style="list-style-type: none">Wharf Road is an AHB crossing where we have had 4 fatalities since 2012The half barrier crossings present a higher risk due to the ease of access for vehicles to weave around the barriersCrossing is due to be upgraded in CP7, barrier down time will be a significant challenge to this. Windmill Lane: <ul style="list-style-type: none">Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents.Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users Enfield Lock: <ul style="list-style-type: none">Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidentsAdditional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users Brimsdown: <ul style="list-style-type: none">Extended barrier down times at higher risk CCTV crossings can lead to an increase in near miss, misuse and vandalism incidents.Additional freight paths adds longer and slower trains which increases BDT with unwanted behaviours from crossing users	Operator asset utilisation is favoured by operating the train. However, non-operation does not mean the assets cannot be used, as they can be used elsewhere. Given that no freight operator has the assets to operate every train they have rights to run on any given day, this is of low importance, and is in any event outweighed by the safety consideration
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	N/A	N/A	N/A
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A	N/A	N/A	N/A
Decision Taken: The Decision taken at this time is not to include i) 4L73 MO ii) 4L73 MSX into the timetable, as inclusion of these services runs counter to the Objective. The safety risk posed is too significant and would constitute Network Rail failing to meet its obligations outlined in Part A 1.1.					

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Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to reject the requested services is justified by reference to the Network Code and supports the Objective as detailed within Condition D4.6.1 to assist in achieving 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 service.