



Level Crossings

Why is closure the answer?



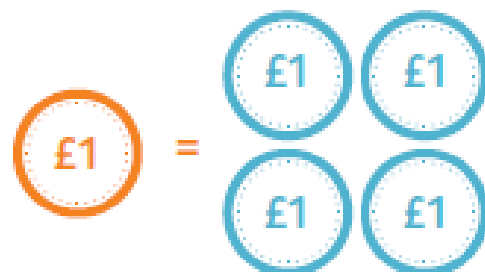


A better railway for a better Britain

Economic benefits

The Northern Hub project will generate £4 for every £1 invested

www.networkrail.co.uk/improvements/northern-hub/



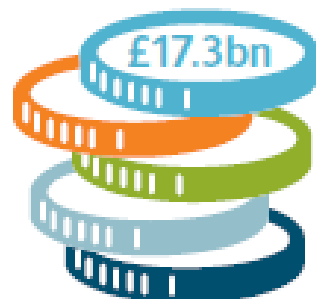
Changing communities

The Ebbw Valley in Wales is just one example where investing in rail links has opened up new job opportunities for local people



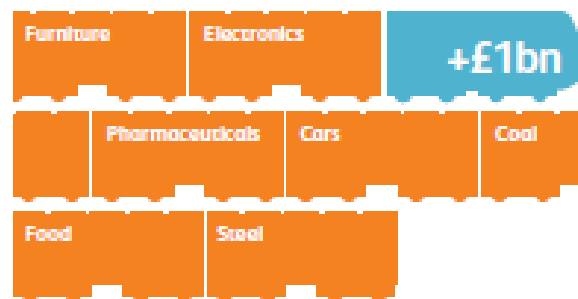
Creating jobs for our suppliers

We have generated £17.3bn of work for our supply chain since April 2009



Taking lorries off the road

Good for the environment and £1bn direct to the UK economy

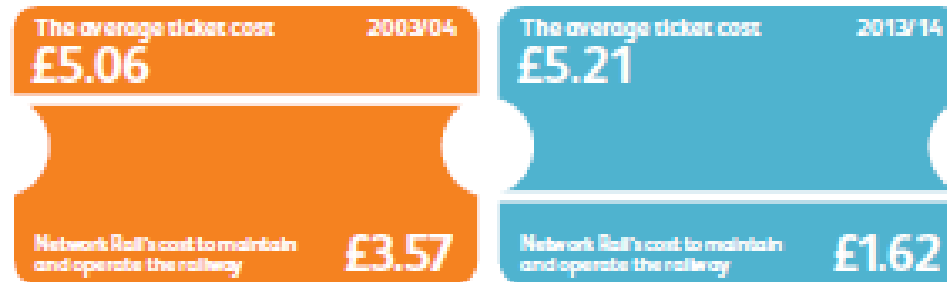


Network Rail A better railway for a better Britain 07

A better railway for a better Britain

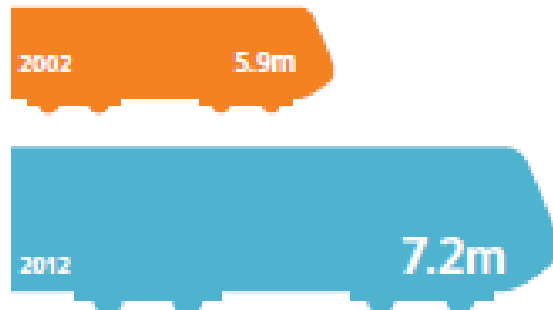
Where does the money go?

The cost of operating and maintaining the railway has gone down. We also pay to replace and improve it. The overall cost is funded by ticket revenues, public subsidy, property income and borrowing

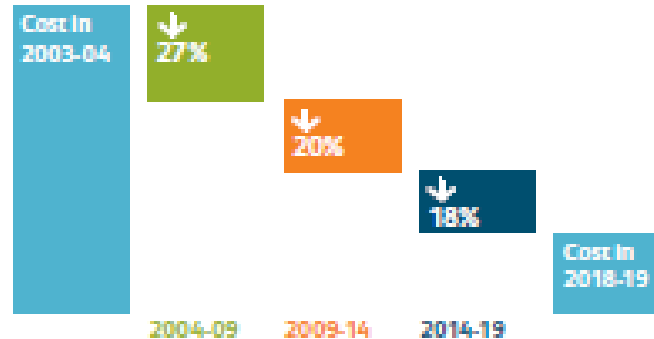


Benefits of investment

Running more trains

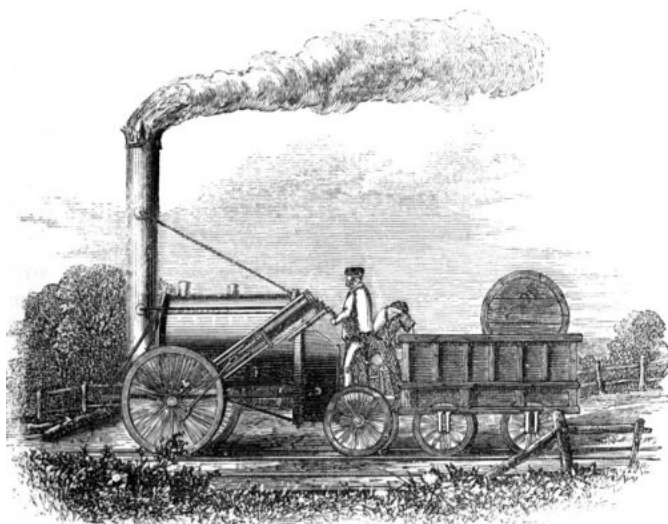


Investing upfront to cut day to day costs Maintaining, operating and renewing the railway





Some additional context.....



The "Rocket."

1840-1900

Fastest train – 30mph

800m journeys, 500 million miles

UK Population – 38m

Cars – mass production not started

2013

Fastest train – 125mph

1.5 billion journeys, 36 billion miles

UK Population – 63.7m

Cars – 35m licensed





Level Crossings – some facts

- ▶ 6,500 crossings in the UK
- ▶ Average of 5 deaths a year over the last five years (down from an average of 10 a year five years ago)
- ▶ 130,000 minutes of delay caused by misuse
- ▶ £132m invested in the last 5 years in making crossings safer



The screenshot shows the Parliament website (www.parliament.uk) with a news article from the Commons Select Committee. The article title is "Network Rail must apologise for past handling of tragedies". The page includes a navigation menu, a search bar, and a sidebar with "More Parliament news" containing several headlines.



Closure programme

We have been targeted by the Office of Rail Regulation to “achieve the maximum possible level of risk reduction through level crossing closure alone”. We are therefore:

- ▶ Investing £99m to close highest risk crossings on the rail network. We have identified approximately 230 crossings where closure may be achievable across the network. The outline of the programme roughly looks like this:
 - ▶ 90 bridges or underpasses
 - ▶ 80 diversions
 - ▶ 30 deeds of release
 - ▶ 30 extinguishments

How is level crossing risk calculated?

Amongst other things we model and prioritise risk on the following factors:

- ▶ the type of crossing
- ▶ how many people use it
- ▶ available sighting for users
- ▶ whether there are vulnerable and or infrequent users,
- ▶ the frequency of train services
- ▶ Line speeds

The highest risk crossings are those which score A, B or C for individual risk and 1, 2 or 3 for collective risk.

- ▶ The letter represents the level of risk of a fatality to an individual crossing user, where A is the highest risk and M is the lowest risk
- ▶ The number represents the collective level of risk that may include, for example, train crew and or passengers, as well as those using the crossing

Stakeholder engagement & consultation

- ▶ Our reasons for wanting to close crossings are based on improving and maintaining public safety but.....
- ▶ We know we need to improve the way we engage with crossing users and communities
- ▶ There will be times where the option presented for closing a level crossing is the only viable option. However, there will be many opportunities to tailor the opportunity to appeal to the majority.
- ▶ We are reviewing our consultation process in parallel to identifying crossing we feel are high risk and warrant closure.

Questions?