

Submitted on behalf of Network Rail Infrastructure Limited  
Reference: LUTN-ISP001

### Network Rail's Asset Protection Requirements

The table below sets out Network Rail's Asset Protection requirements. These requirements have previously been provided to the promoter's consultants and solicitors and are provided to the Examining Authority for visibility as to Network Rail's requirements.

As no asset protection agreements are currently in place, Network Rail requires the protective provisions to include a requirement for the promoter to enter into appropriate asset protection agreements before carrying out any "specified work" (defined in the protective provisions as being so much of any of the authorised development as is situated upon, across, under, over or within 15 metres of, or may in any way adversely affect, railway property). By way of example, temporary lighting located on overbridges which may blind train drivers line of sight to signals. The location of development may interrupt telecoms signals or development finishes may result in train driver glint and glare.

Network Rail has requested that separate Basic Asset Protection Agreements (BAPA) be signed off for each of the numbered works as noted below.

DCO plot reference	Scope (as described by Neil Scott, Arup) 08 Jan 24	Network Rail Requirement	Is a BAPA required?
115	White lining works within existing highway boundary	To ensure no glint & glare to train drivers from temporary lighting whilst carrying out work.	Yes (BAPA 1) pre-design phase
121	White lining works within existing highway boundary	To ensure no glint & glare to train drivers from temporary lighting whilst carrying out work.	Yes (BAPA 1)
122 & 125a	New Multi-storey staff car park	Majority for this land is not NR but require NR clearances are required.	Property requirements to be confirmed once clearance is in place
126	Road widening – highway land to access new staff car park	Risk Assessment of traffic flows to ensure traffic entering/exiting Luton parkway station is not impacted by temporary traffic lights (delay of 10mins or more).	Yes (BAPA 2) pre-design phase
127	Change of road access within Luton Parkway access road to access new staff car park	Risk Assessment of traffic flows to ensure traffic entering/exiting Luton parkway station is not impacted by temporary traffic lights (delay of 10mins or more) – may be need for temporary alternative access to Luton Parkway car park whilst works carried out?	Yes (BAPA 2)
131	Existing carriage way white lining changes	As per 115 & 121 above	Yes (BAPA 1)
136, 138,141	Existing underpass rights of access & upgrade	The requirements and operational maintenance needs are being considered by NR's route strategy business team.	Property requirements to be confirmed

		Subject to comment by NR route strategy team, but rights of access and closure for emergency works and replacement (12-24mths) will need to be built into any easement should clearance be approved.	Yes (BAPA 3) pre-design phase
		This will require the promoter to have alternative route for pedestrian access through underpass.	
142, 143, 144	Improve carriageway to existing underpass	BAPA required before entering design phase.	Yes (BAPA 3)