ExA Question		Network Rail Response
2.11.5	**Narborough Level Crossing** Could NR set out what would be the minimum 'clear' time for the Narborough Level Crossing. In other words, what is the minimum time between when the barriers would rise and the beginning of the warning siren/ lights indicating that the barriers are to close, so as to mean that the barrier would not be raised, but rather would remain down awaiting the next train path.	The minimum time between the barriers starting to rise, after the passage of a train in one direction, and the initiation of the level crossing warning sequence for a second train, is such that the road will be open for a minimum of 20 seconds, made up of 10 seconds barrier raise plus 10 seconds road open time. However, it is important to note that, if this minimum road open time (MROT) cannot be achieved due to the timing between the first and second trains, the barriers will remain in the lowered position until both trins have passed over the level crossing
2.11.6	**Narborough Level Crossing** In its Rail Report NR [REP4-192] refers to a "rail industry barrier down time limits for a town centre level crossing down time of 40 minutes maximum". a) Could NR please set out the derivation of this figure. b) The implication of the answer is that there are different times in different locations. Could NR please set out a comprehensive list of all such situations and, if there are any defined criteria for identifying such locations set these out.	There is no standard definition in Network Rail's Company Standards and Railway Group Standards for maximum Barrier Down Time in any one hour. However, the rail industry generally including H.M. Railway Inspectorate at the O.R.R. considers that (as with most safety issues pertaining to risk management) that at locations where there is potential for the *Barrier Down Time* to exceed 45 minutes per hour, then the level crossing in question should be subject to site assessment, with the outcome documented in the Narrative Risk Assessment (or Suitable and Sufficient Risk Assessment,/Impact Assessment Report). This is a national position. Factors which would be taken into consideration in such a risk assessment are the impact of additional train services increasing the amount of *Barrier Down Time*, and the likelihood of an increase in user error or deliberate misuse as a consequence. The O.R.R. has also indicated that Enforcement Action would be considered where reasonable action were not taken to mitigate an identified risk. *Barrier Down Time* is usually expressed as a number of minutes in any one hour period that may impact on the railway and other users. For Narborough crossing specifically the 40 minute threshold quoted in the Rail Report is erroneous and has been changed to 45 minutes in line with the above. All other material issues are addressed within Section 8.5 of the Rail Report.
2.11.10	**Nuneaton to Leicester line** Various representations have made comment about the lack of passing loops and similar facilities along this length of railway line. The provision of the Proposed Development would provide off and on facilities at the Application site bypassing the main line. a) While appreciating that the site would be private, could the Applicant and NR please provide views as to whether the facilities on the site could be used to relocate disabled trains off the main line should trains break down.	Failures of freight trains enroute are generally rare. Where thy do occur however the preference, where possible, is for the train to continue to its destination terminal. If this is not possible under its own power, then assistance may be provided to allow the train to reach its destination terminal. The reason for this is that it gets the payload to the required end destination and allows loading/unloading to be undertaken concurrent with dealing with a failed vehicle. Recessing facilities are available for freight trains east of Leicester and in the Nuneaton area in the event a train needs to be held. There are long term aspirations (2033 – 2040) to provide additional freight recessing loops between Leicester and Nuneaton. This will both allow improved capacity on the route and

	b) If the Applicant is amenable to such a provision, could it set out how such a facility could be provided, and provide appropriate wording within the dDCO or associated documents to secure this	provide a freight recessing facility in both directions if required. The loops will be capable of accommodating 775m long intermodal trains. The works, if delivered further strengthens the Applicant's statement. In view of the above Network Rail doesn't consider there would be any need to seek to recess a failed freight train at HNRFI.
2.11.11	**Potential Passenger Station** near site NR indicates [REP4-192] that one of the reasons why a passenger station could not be provided in the vicinity of the Application site is the gradient and the implications for the overall line. The Applicant in its response to Action Groups (response 14) notes that "the rail terminal design includes a virtually flat (at no more than 1:500 gradient in accordance with Network Rail standards)". Could NR please set out the maximum gradient for platforms at passenger trains at stations and why, if this is no greater than 1:500, can this be provided for the Proposed Development but not a passenger service on the same stretch of line given the need to tie the Proposed Development into the main line? The Applicant is also given the opportunity to comment on this.	For passenger stations where trains are required to terminate and stable overnight generally Network Rail seeks for the station to have a gradient no steeper than 1 in 500. For intermediate stations where the stopping time is short duration, and with the train under the control of the driver at all times, the ruling gradient through the station has no formally prescribed limits. Generally, however, it is desirable for the gradient to be as shallow as possible. In this respect the ruling gradient at the proposed site is 1 in 168. Although this gradient is not without precedent at other existing stations on the network, as a new station facility it would be preferable for the gradient to be eased if practicable. This in turn would necessitate increasing the gradient on the approaches to the station.
2.11.12	Potential Passenger Station near site In its Rail Report submitted at D4 in paragraph 9.3.3 [REP4-192] NR refers to an "hourly stopping service". Interested parties to the Examination have repeatedly referred to the passenger service between Nuneaton and Leicester being increased in frequency to two trains per hour. Could NR comment on whether this is the case, and if so, what implications it may have as regards any business case for a station near the Application site.	Although additional services are proposed for introduction between the West Midlands and Leicester the timescales for introduction of these services is currently undated. If introduced they are however primarily aimed at providing faster journey times between Birmingham, Coventry and Leicester and are not intended to augment the existing hourly stopping service. As such they would offer no additional benefit in respect of a station at this location. Cross Country Trains have confirmed that inclusion of an additional station call in their Birmingham to Leicester stopping services would add journey time and hence compromise the ability to platform these trains at both Birmingham New Street and Leicester. The increased journey time would also mean that additional rolling stock and traincrew would be needed to operate the service. For these reasons Cross Country Trains believes that provision of a new station is unlikely to be viable in business case terms.