

Jacobs, Claire

From: [REDACTED]@networkrail.co.uk>
Sent: 29 January 2016 16:46
To: Howells, Mathew
Subject: FW: Herefordshire Local Transport Plan 2016-2031

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Howells,

Thank you for inviting Network Rail to comment on this draft Local Transport Plan (LTP) . In relation to the more specific rail related policies and proposals in the draft LTP, Network Rail would like to make the following comments:

With regard to the double tracking of line between Shelwick and Great Malvern, Network Rail welcomes new investment in the railway and we would like to understand the feasibility, affordability and funding for this proposed alteration. These issues need to be addressed in a full Transport Assessment which will provide a sound business case for this upgrade in capacity. The Transport Assessment should also take into account any technical issues likely to arise in providing an additional track along this section of line and how this upgrade fits in with existing service provision and NR's future investment programme for this area. These issues may in part have been covered in provisional work already undertaken. However, there will be need for the council, Network Rail and other stake holders to work closely in bringing this scheme forward .

In relation to transport hub at Hereford Station, the LTP merely states this will involve "improved access to and integration at the rail station". The proposal map (page 20) shows this hub immediately to the front of the station and it appears to be connected with the construction of the "City Link Road (New)" which on the proposal map feeds into the proposed transport hub from the north-west. The proposed link road seems central to the council's transport strategy for improving access in this part of Hereford City Centre. As the transport hub and some of the land on which the City Link Road will be built is in Network Rail ownership, Network Rail will require further information on these proposals in order to provide a more comprehensive response.

The proposals to improve access and parking at Leominster and Ledbury Stations will also require further work in order to identify more clearly the shortcomings with current access/parking arrangements at these stations and how best these shortcomings can be resolved. It is noted that the text (page 32) of the LTP does state that separate transport plans for both Leominster and Ledbury will be developed. It is therefore assumed that existing access/parking problems and future improvements will be assessed in more details as these respective transport plans are progressed. NR would ask to be engaged in this process together with the Train Operating Companies (TOCs) responsible for operating these stations.

In addition to the above site specific comments I would also be grateful if the council could take into account the following more general comments in the preparation of this LTP:

Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan and transport policy is important in relation to the protection and enhancement of Network Rail's infrastructure. It is considered that NR's involvement in the production of this document will be to ensure that rail infrastructure continues to meet the needs of the areas communities and that there is an acceptable delivery mechanism in place to meet this commitment. Councils must continue to engage with Network Rail's Network Planning and Strategy teams in order to identify future requirements. In this context NR would hope that the DPD would address the following:

Level Crossing Safety

Development proposals' affecting the safety of level crossings is an extremely important consideration for emerging planning policy to address. The impact from future development can result in a significant increase in the vehicular and/or pedestrian traffic utilising a crossing which in turn impacts upon safety and service provision.

As a result of increased patronage, Network Rail could be forced to reduce train line speed in direct correlation to the increase in vehicular and pedestrian traffic using a crossing. This would have severe consequences for the timetabling of trains and would also effectively frustrate any future train service improvements. This would be in direct conflict with strategic and government aims of improving rail services. Therefore the location of proposed new development is an important consideration for Network Rail and should form part of any initial appraisal of future development sites.

Protection Assets

Network Rail (in line with normal practice) would expect to be consulted on any development that may impact on their assets in the area. In this regard the imposition of appropriate planning conditions are likely to be an important tool that will enable planning permissions to be granted whilst also safeguarding NR assets.

Future Funding

Network Rail is a publicly funded organisation with a regulated remit. It is not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions to fund such improvements.

The likely impact and level of improvements required will be specific to each station and each development meaning standard charges and formulae may not be appropriate. Therefore in order to fully assess the potential impacts, and the level of developer contribution required, it is essential that where a Transport Assessment is submitted in support of a planning application that this quantifies in detail the likely impact on the rail network.

To ensure that developer contributions can deliver appropriate improvements to the rail network we would recommend that Developer Contributions should include provisions for rail.

We therefore ask the council to consider the following:

- A requirement for development contributions to deliver improvements to the rail network where appropriate.

- *A requirement for Transport Assessments to take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.*
- *A commitment to consult Network Rail where development may impact on the rail network and may require rail infrastructure improvements. In order to be reasonable these improvements would be restricted to a local level and would be necessary to make the development acceptable. We would not seek contributions towards major enhancement projects which are already programmed as part of Network Rail's remit.*

Kind Regards

[Redacted]
[Redacted]

Network Rail
1st Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL

M [Redacted]
E [Redacted]@networkrail.co.uk

www.networkrail.co.uk/property

[Redacted]

Network Rail
1st Floor, Temple Point, Redcliffe Way, Bristol, BS1 6NL

M [Redacted]
E [Redacted]@networkrail.co.uk

www.networkrail.co.uk/property

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.
This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office
Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

