

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (INQUIRIES
PROCEDURE) RULES 2004**

**THE NETWORK RAIL
(ESSEX AND OTHERS LEVEL CROSSING
REDUCTION) ORDER**

SUPPLEMENTARY PROOF OF EVIDENCE

-OF-

ELIANE ALGAARD

Document Reference	NR28/5
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1. MY POSITION

- 1.1 Since the adjournment of the public inquiry into The Network Rail (Essex and Others Level Crossing Reduction) Order in October 2017, I have continued in my role, although the role title has changed to Director Route Asset Management (DRAM) on the Anglia Route for Network Rail (NR), with the responsibilities set out in more detail in paragraphs 1.1 to 1.3 of my Proof of Evidence.
- 1.2 However, from the end of the first week in October 2018, I will be leaving NR and taking up a new position.

2. FUNDING FOR IMPLEMENTATION

- 2.1 In the first week of the Essex inquiry I confirmed in my evidence that the funding position remained as it was outlined in the Funding Statement (NR6).
- 2.2 In giving my evidence at the subsequent inquiries into the two other Orders¹ that NR is pursuing along with the Essex Order, I provided an update in regard to the future funding of all three Orders, as NR is moving towards the end of Control Period 5 (CP5).
- 2.3 Control Period 6 (CP6) will begin on 1st April 2019. At the inquiry into the proposed Suffolk Order, a Note was submitted regarding the position on funding in CP6,² and I attach a copy of that Note at Tab 1 of the Appendices to this Supplementary Proof of Evidence.
- 2.4 NR also submitted a Note³ (with appendices) at that inquiry confirming that the Office of Rail and Road (ORR) remains content that NR can continue to use money allocated for CP5 to pursue the Orders despite the fact that the benefits are unlikely to be realised in CP5 period. I attach a copy of that Note at Tab 2 of the Appendices to this Supplementary Proof of Evidence. This note was prepared by Mark Brunnen in response to questions put to him at the Suffolk inquiry, and whilst I am aware of its contents and the general position with the ORR, Mark Brunnen would be better placed to speak to any points of detail arising from the note or its appendices.
- 2.5 I attach at Tab 3 of the Appendices to this Supplementary Proof of Evidence a signed letter from the new Anglia Route Managing Director, outlying the ongoing commitment from NR to the Route wide level crossing reduction project and confirming that funding will be allocated from the CP6 determination to enable the implementation of the Essex Order.

¹ The Network Rail Cambridgeshire Level Crossing Reduction) Order ("the Cambridgeshire Order") and The Network Rail (Suffolk Level Crossing Reduction) Order ("the Suffolk Order")

² Suffolk Inquiry reference NR-INQ-25

³ Suffolk Inquiry reference NR-INQ-19

3. PLANNING POLICY

- 3.1 In my Proof of Evidence I refer to the National Planning Policy Framework (NPPF) and set out how in my view NR's proposals accord with the Framework. I am aware that the NPPF was revised in July 2018 and Network Rail has submitted to the Inspector a separate note on the relevance of the revised NPPF to its proposals. I do not consider that the revised NPPF alters my view as to Network Rail's compliance with national policy. I am firmly of the view that Network Rail's proposals remain consistent with the revised NPPF.

4. STATEMENT OF TRUTH

- 4.1 Witness declaration

- 4.2 I hereby declare as follows:

- (i) This proof of evidence includes all facts which I regard as being relevant to the opinions that I have expressed and that the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- (ii) I believe the facts that I have stated in this proof of evidence are true and that the opinions expressed are correct.
- (iii) I understand my duty to the Inquiry to help it with matters within my expertise and I have complied with that duty.

Signed:

Eliane Algaard

Director Route Safety and Asset Management

September 2018