

THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

Network Rail Project Processes

1. On Day 3 of the Inquiry, the Inspector sought clarification from Network Rail as to its processes governing projects such as that at issue in this inquiry.
2. That information is set out in the Network Rail Sponsors' Handbook (January 2014), extracts of which are attached to this Note.
3. The Sponsors Handbook (14 January 2014) is intended as a practitioner's "how to guide" produced by Network Rail for Sponsors. The Sponsor is the Client's representative, responsible for defining the project, obtaining funding, managing stakeholders and overseeing the project development and delivery. For the Suffolk Order the Client is Dr Algaard.¹
4. In section 12.4, under the heading 'Structure' (page 93), the Sponsors' Handbook outlines the requirements documents that are produced through the lifecycle of the project. Figure 12.3 on page 94 provides a flow chart overview to clearly show how the requirement documents link together, what stages of the project they are produced in, and what stage they cover. Pages 98 through to 101 of provide further information on the scope and content of each requirement document.
5. The Suffolk Level Crossing Reduction Order project is currently progressing in line with the Client Requirements Document (NR18) and Route Requirement Document (Tab 1 of the Appendices to Andrew Kenning's Proof of Evidence – NR/30-2) that have been produced for the project.
6. If Network Rail is successful in obtaining the necessary consents, through approval of the draft Order, then a Detailed Route Requirements Document will be produced to specify the detailed design and implementation requirements, which will enable the project to be seen through to completion.

¹ As confirmed at para 1.4 of Dr Algaard's Proof of Evidence (NR28/1)