

THE PROPOSED NETWORK RAIL (SUFFOLK LEVEL CROSSING REDUCTION) ORDER

Estimated cost savings referred to in Dr Algaard's Proof

1. In Section 2.2 of Dr Algaard's Proof of Evidence (NR28/2) (and summary NR28/3), Dr Algaard provides a number of estimated cost savings which would result from the Order if approved. Dr Algaard explained in evidence in chief how those costs had been calculated. This Note sets the calculations undertaken.

Assets inspections and general maintenance costs (Proof para 2.2.4, Summary para 2.2.3)

2. The overall estimated cost saving of £4,777,920 has been calculated as follows:

£3792 (indicative cost of visit to crossing)¹
X
2 (assumes 2 visits per year)²
X
21 (number of level crossings)
X
30 (30 year period)

3. This calculation has been based on 21 level crossings, not 23, as the UWCT at S12 (Gooderhams) is unaffected by the Order and at S18 (Cowpasture Lane) powers are sought to downgrade the rights of way from BOAT TO bridleway. Both crossings will still require inspection/maintenance if the Order is approved.

Renewals cost saving (Proof para 2.2.6, Summary para 2.2.4)

4. The overall estimated cost saving of £1,960,200 has been calculated as follows:

£89,100 x 22

5. The figure of £89,1000 is taken from Appendix D to NR26 (pg 120), 1st line of the table: renewal cost for footpath or bridleway.
6. The calculation has been based on 22 level crossings, not 23, as S18 Cowpasture Lane is downgraded to bridleway status and would thus still require renewal.

¹ This figure is provided in para 4.3 of John Prest's Proof of Evidence (NR/31/1)

Implementation of 'Transforming Level Crossings' / elimination of passive crossings (Proof para 2.2.8, Summary para 2.2.6)

7. The overall cost estimate has been calculated as follows:

£389,100 (cost for overlay MSL, including renewal of footpath/bridleway – costs are taken from NR26 Appendix D, pg 119 & 120, comprising £300,000 for 'Convert FP (any) to FP (any) OMSL (pg 119, 3rd line of table) and £89,100 for renewal of footpath/bridleway (pg 120, 1st line of table)

X

21 (level crossings which could be upgraded by MSL overlap – excludes S18 Cowpasture Lane and S22 Weatherby)

+

£452,000 (cost for integrated MSL at S22 Weatherby – cost taken from the 2nd line of the table on pg 119 of Appendix D to NR26)

+

£260,000 (marginal cost saving as a result of the change in status of S18 Cowpasture Lane: £650,000 for User Worked Crossing with OMSL (cost taken from 11th line of the table on pg 120 of Appendix D to NR26) - £389,100 (calculated as above)).