**TRANSPORT AND WORKS ACT**

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

**THE NETWORK RAIL (OLD OAK COMMON GREAT WESTERN MAINLINE TRACK ACCESS) ORDER**

**NOTE ADDRESSING QUERY RAISED BY THE INSPECTOR IN RELATION TO THE VEHICULAR MOVEMENTS REQUIRED FOR DELIVERY OF THE ROAD RAIL VEHICLES**

1. INTRODUCTION

On 17 April 2023 Network Rail Infrastructure Limited (NR) submitted an application (Application) to the Secretary of State for Transport to make the Network Rail (Old Oak Common Great Western Mainline Track Access) Order (Order).

On 23 June 2023 the Secretary of State made a decision to hold an inquiry into the Application. The inquiry commenced on 14 November 2023.

During the inquiry, the Inspector raised a query in relation to the vehicular movements required for delivery of Road Rail Vehicles (RRV) on to the site from Horn Lane.

Further commentary is provided in this Note to detail the anticipated movements to deliver RRVs to and from the temporary Road Rail Access Point (RRAP) and to and from the permanent RRAP.

On 15 February 2024, the Inspector asked for a short note to detail the anticipated movements to deliver RRVs to and from the temporary RRAP under each site sharing scenario and to and from the permanent RRAP.

1. TEMPORARY RRAP

In connection with the use of the temporary RRAP, RRVs will be delivered to the site by low loader. The driver of the low loader will inform Network Rail of their arrival time in advance and a member of Network Rail's staff will be situated at the Horn Lane compound to act as a “meet-and-greet” to facilitate the delivery of the RRVs. The staff member will ensure that the gate which will have been installed at the site is opened for the low loader on its arrival.

For the temporary RRAP, it is intended that all low loaders will drive into the compound in a forward direction. The low loader will drive through the gate and stop on the access road parallel to the railway (plot 3 on the Land Plan). Here the low loader will offload the RRVs from the back of the vehicle. The RRVs will be moved away from the back of the low loader which will then reverse into the compound area shown green and not hatched on the site sharing plans attached to the unilateral undertaking. From here it will then be able to drive out of the compound in a forward direction and onto the public highway network.

* 1. Depending on the number of RRVs required for the works, the RRVs may then transit down to the far west end of the access road to be stabled ahead of a track possession. This would then allow another low loader to attend the site. It is intended that low loader deliveries will be staged to ensure only one low loader is on-site at a time.

All movements of RRVs, and the reversing of the low loaders, will be supported by a bankman with dect-comms which allow communication between a vehicle driver and the bankman.

This method of delivery will apply in both Site Sharing Scenario 1 and 2. It should be noted that in Site Sharing Scenario 2, there will be greater restrictions on vehicle movements which will significantly slow the process of delivery. The reduced area available for vehicle manoeuvring, temporary material storage and plant parking in Site Sharing Scenario 2 means that:

* + 1. RRVs will block each other resulting in slower mobilisation and there will be an increased impact in the event of a breakdown especially if the first vehicle in the queue to "on-track" breaks down.
		2. Material storage will be more constrained and, therefore, multiple movements of materials will be required thereby increasing the risk of damage to equipment and the time required to move materials on to the track.
		3. More careful planning and monitoring of the logistics will be required before and after a possession because if materials or plant are delivered or parked in the wrong place this would have a knock-on effect throughout the compound and hamper the delivery and collection of plant and materials.

Accordingly, in Site Sharing Scenario 2, the process of delivery and collection of plant and materials will be slower and more complex but the broad methodology will remain the same.

1. PERMANENT RRAP

For use of the permanent RRAP, vehicles will both drive forward and backward from the road network. The exact delivery procedure will vary depending on the contractor undertaking the work. The largest low loaders (and other vehicles) will need to reverse in from the public highway because there would be no available space to turn a vehicle in the permanent compound. Low loaders bringing RRVs to the site will reverse into the permanent compound, offload the RRVs from the back of the vehicle and drive out of the site going forward.

Addleshaw Goddard LLP

23 February 2024