

Appendix 4.4

Impact Statement.

The below details list the varying levels of work being undertaken in each of the Restriction of Use as detailed in GBRf SRD (TTP2725 and TTP2722) and the impact of losing removing the access.

North West:

48 Track KM of Wire Runs between Preston and Lancaster South (£4.8m); Headspan renewals through Lancaster Station (£120k); increased Maintenance activity;

Impact if RoU is removed:

Significant risk to delivery of critical OLE renewals volumes and continued risk levels of performance affecting failures, to deliver the same volume of works this would require 4 x 54hrs weekend blocks in an already congested access plan – this would likely defer works to year 4 or year 5 given the complexities of access.

Increased unit rates and associated affordability risks to the programme current blockade unit Rate £100k per KM – currently costed at £4.8m for the 9 days below the target of £110k per KM. Its anticipated future unit rates we will be anywhere between 20% and 50% less efficient if we weren't able to secure year 3 access and run the risk of not delivering critical renewal volume commitments in CP7, mobilisation cost increase significantly with smaller deployments.

Lancaster Head Span work is to carry interventions on multi track OLE structures that will reduce passenger safety risks in station areas. This is a policy-driven passenger safety intervention that combines lessons learnt from previous incidents where debris from de-wirements was projected into passenger areas of stations..

The missed opportunity for the Local Maintenance Teams is significant, there is only 1 opportunity a week between Preston and Carlisle – with occasional Sunday Nights (10 during 2026/27)

Scotland:

Full S&C refurbishment at Wamphray; Cat 15 Drainage at Harthope; Cat 15 Drainage at Gibsons (Lockerbie South); Earthworks and Rockfall protection across various locations between Boundary and Carstairs South Jn; Rerail and Re-sleepering at Southholm; Rerail and R-esleepering at Thankerton; Full WCML Milling Campaign for 2026/27; Maintenance vegetation clearance and heavy maintenance over 66 miles – Cost - circa 8 million (not considering replanning costs, ROTR shifts, etc)

Impact if RoU is removed:

The Milling plan would not be able to recover through conventional weekends or normal access windows (Saturday nights). If areas of rolling contact fatigue, a failure due to rail traffic, are not treated it can cause rail breaks

Increased ESR risk and potential increased spend on re-railing as an alternative.

Risk of landslips and blocked lines due to rockfall, vegetation and earthworks failures.

Additional access would need to be identified to try and recover renewals and planned rerailing.

Consequential impact to all other operators who have preference to 9 day blockade.

West Coast South:

Major S&C Points Renewal of Willesden South; Overhead line Renewals of Wembley Central; Berkhamsted Canopy renewals; Enhancement project of installing new Lifts at Apsley Station; Culvert renewal (Redborough Farm); Multiple tunnel exams and repairs; Multiple Junction tamping/repairs - Cost-£40 Million (Without Sch 4).

Impact if RoU is removed:

Major Points Failures: Junctions require tamping in line with standards; omission could lead to significant infrastructure issues.

Overhead Line Equipment (OLE): Tensioning may be required, risking OHL drop and potential service disruption.

Structural Risk: Possibility of culvert collapse if maintenance is deferred.

Network-Wide Consequences:

Adverse impact on all other TOCs and FOCs, disrupting their operational plans.

Increased complexity in re-planning the RoU later, with limited options due to national work schedules affecting all operators.