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By email only

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By email only

09 January 2026

Dear Emyl,

**Network Rail Infrastructure Limited Representations for a New Track Access Contract submitted under Section 17 of the Railways Act 1993 between Network Rail Infrastructure Limited and The Wrexham, Shropshire & Midlands Railway Company Limited**

This letter provides the representations from Network Rail for a new Track Access Contract (TAC) submitted under Section 17 of the Railways Act 1993 between Network Rail Infrastructure Limited (we) and The Wrexham, Shropshire & Midlands Railway Company Limited (WSMR).

This is the second Section 17 application WSMR have submitted for the proposed services (now with slight amendments). For the previous WSMR application, Network Rail already provided its representations not supporting the proposed access rights on 02 May 2024, 28 June 2024, and 09 May 2025. The application was rejected by ORR on 03 July 2025. This new application was submitted by WSMR to the Office of Rail and Road (ORR) on 27 November 2025, which included the submission of the Form P and a draft Track Access Contract. WSMR aspire to run the following services from "Within the December 2026 Timetable Period" to the Subsidiary Change Date in 2033:

- Three (3) trains per day in each direction on Weekdays (SX), Saturdays (SO) and Sundays (Su) between London Euston and Wrexham General under Firm Rights
- One (1) train per day in each direction on Weekdays, Saturdays and Sundays between London Euston and Wrexham General under Contingent Rights

The purpose of this representation is to provide ORR with Network Rail's position on this application (and the specific access rights within it) and we will do so by providing facts, data and evidence to support our position.



Network Rail can confirm that based on the facts, data and evidence outlined in this representation, it is not supportive of this application. Our rationale for not supporting this application is explained in the following sections.

Where there are a number of applications seeking capacity at the locations referred to in this letter, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

### **Competing and/or Complex Track Access Applications**

In line with ORR's letter of 24 April 2024 to the industry on 'Competing and/or Complex Track Access Applications for December 2024, May 2025, and December 2025 Timetable Changes', Network Rail has now submitted all of its final representation on those applications and ORR has directed on a majority of those applications.

As part of the 'Competing and/or Complex applications' workstream Network Rail also submitted two relevant General Representation letters to ORR as follows:

- West Coast Mainline (WCML) General Representation dated 07 February 2025
- WCML General Representation dated 25 April 2025

Whilst this new application is not part of that workstream, there are elements of the general representation letters for WCML which are relevant to this application and, where applicable to particular sections of this letter, references and/or extracts from those letters will be made.

### **Interested Person(s)**

We sent our Interested Persons letter to ORR on 28 November 2025. For the avoidance of doubt, Network Rail is not aware of any persons who would fall within the definition of "Interested Person" in paragraph 1 of Schedule 4 of the Railways Act 1993 in relation to this application made by WSMR.

### **Form P Application and Track Access Contract**

Network Rail acknowledges the TAC that WSMR have included with their application. As we do not support this application, we cannot agree with the terms drafted in the TAC.

Network Rail has performed an initial assessment of the Form P and associated documents submitted with this application. Network Rail would like to highlight the following:

#### Form P

- Section 1.5, 'Executive summary of the proposed contract or amendment': we would ask WSMR to specify the Proposed Commencement Date.
- Section 3.2, 'Safety Risks': we would like to understand WSMR's plan to increase the line speed on the Sutton Park Line, including their proposed "targeted infrastructure enhancements".

- Section 3.3, 'Contract Duration': WSMR stated that they would like to secure future contract extensions "to develop proposals to invest in and deliver new stations, increased capacity at existing stations, as well as infrastructure enhancements." We would like to review WSMR's future investment plans for the Network. WSMR also stated that, depending on the length of the contract, they will "evaluate a new train build". We would like to understand what new train Class WSMR are proposing to run on our infrastructure.
- Section 8.1, 'Enhancement details': similar to our comment for Section 3.2, we would like to review WSMR's feasibility study "to fully understand the likely implications of such a line speed increase" on the Sutton Park Line.

### Track Access Contract

- *Contract Commencement*
  - Clause 3.1, 'Effective Date': the Effective Date proposed by WSMR is in the past ('1<sup>st</sup> May 2025'). We would ask WSMR to rectify this.
- *Schedule 4*
  - SPD Cost Thresholds and EBMPR will need to be specified.
- *Schedule 5*
  - Table 2.1: the exact rolling stock Class must be specified in the Timing Load column, given that 'Class 22X' is not a specific Class.
  - Table 2.2: the service that WSMR proposed to run under Contingent Rights should be listed in Table 2.2, rather than being a footnote in Table 2.1.
  - Clause 5, 'Specified Equipment': as above, the exact rolling stock Class must be specified.
- *Schedule 7*
  - Appendix 7C: as above, the exact rolling stock Class must be specified.
- *Schedule 9*
  - Clause 1: the 'Liability Cap' and the 'Contract Year' need to be specified.
- *Schedule 11*
  - We would like to propose the inclusion of a new schedule ('Schedule 11') which will be used to undertake 'Relevant Schedule 4 and 8 Modifications'. This is to allow Network Rail and the applicant to capture the required data once the services commence and then undertake a Schedule 8 recalibration.

### **The Specified Equipment**

WSMR stated in their Clause 5, Schedule 5 of their TAC, that they would like to use "Class 22X DEMU". The operation of diesel rolling stock would at least nullify any detrimental impact on the current power supply constraints on the WCML, although the introduction of additional diesel traction into London Euston would impact air quality at the station. We described our environmental

concerns further in this letter.

We would ask WSMR to engage with us on commissioning works to deliver the required capability and to undertake the Route Clearance processes, where necessary. WSMR should commission a full gauging study from a recognized gauging company for the complete route which could take a few months – depending on the availability of external suppliers – and then a complete compatibility analysis.

As specified in Part F of the Network Code, an Access Beneficiary is required to carry out Vehicle Change prior to introducing new rolling stock to its Specified Equipment table in Schedule 5 of the TAC. This is covered in the 'Definitions' section of Part F, which states:

*““Vehicle Change” means, in relation to an Access Beneficiary:*

*(a) any change to Specified Equipment (or, in the case of an Access Option Holder, any change to the type or performance specification of any vehicle specifically identified within an access option) including by way of: [...]*

*(iii) the inclusion in Specified Equipment of any railway vehicle which is not so included; or*

*which, in any case, is likely materially to affect the maintenance or operation of the Network or the operation of trains on the Network, but excluding any authorized variation”.*

Therefore, Network Rail expects WSMR to undertake Vehicle Change prior to their rolling stock being added to the Specified Equipment.

We would like to highlight to ORR that there have been numerous applications both directed by ORR or currently being considered by ORR which state the intention to use either Class 221s or Class 222s. ORR should consider whether there is enough rolling stock availability for any application directed in support of the requested access rights.

We also request that WSMR include the exact Specified Equipment Class in the TAC, once identified.

### **Congested Infrastructure**

The section on 'Congested Infrastructure' in Network Rail's General Representation letter dated 25 April 2025 is relevant to this application.

With effect from 11 May 2020 Network Rail declared the infrastructure on the WCML South Fast Lines between Camden South Junction and Ledburn Junction as congested infrastructure. WSMR's aspired rights would utilise this infrastructure.

This declaration was made under the Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016, regulation 26 (2) because, following consideration of access requests received, Network Rail considered that this element of the infrastructure would be likely to become congested during the December 2020 timetable period. Consequently, Network Rail initiated a WCML Industry Planning Group (IPG) in May 2020, which was tasked with considering options for generating additional capacity and improved performance. The IPG reported in January 2021 that a



restructure of the WCML timetable could provide additional capacity and improved performance. The IPG therefore initiated a second phase of work to develop and evaluate options for a restructured timetable, which was ultimately delivered under the governance of the Event Steering Group (ESG) in December 2022.

As demonstrated in our representation of 07 February 2025, Network Rail will not be able to accommodate all applications seeking capacity on the WCML Fast Lines for the December 2025 timetable and beyond. As the declaration of congested infrastructure made in May 2020 remains active, Network Rail will not be reissuing a further declaration of congested infrastructure.

On 09 July 2024, Network Rail issued Early Indicator of Likely Congestion notices in relation to the following sections of the North West & Central network:

- Acton Lane feeding area
- Washwood Heath / Willenhall feeding area
- Crewe / Weaver feeding area

These Early Warning Indicator notices related to the impact of capability constraints on known or likely applications for electric traction capacity. Having updated the power supply modelling as part of the May 25 onwards applications, Network Rail still has concerns in these areas.

Should WSMR revise their traction procurement plans and propose the use of electric stock instead of diesel, these Early Indicator notices should be considered.

### **Timetable Capacity**

ORR has recently rejected track access applications for additional Fast Lines services on the WCML on 03 July 2025.

As stated in our WCML representations letter 25 April 2025, Network Rail currently does not support any additional WCML South application seeking to utilise additional capacity on the Fast Lines.

There is some potential theoretical capacity on a Sunday for a very small number of paths. However, it is unlikely that a new operator could use this as a foundation to start and manage a new business operation. Timetable capacity is only one element of the assurance process. Although there may be a small amount of potential capacity on a Sunday, this does not take into consideration other assurance activities and considerations such as performance, operational risks, or the extensive engineering plans and disruption to the train service and diversionary requirements. Network Rail is not supportive of utilising this capacity, by any operator. However, if ORR is minded that this should be explored, further engagement with Network Rail will be required.

Network Rail has provided evidence on capacity and performance in our two letters of representations on the WCML, dated 07 February 2025 and 25 April 2025. Network Rail is not supportive of WSMR's application for capacity on the WCML South on the basis of the evidence provided in those representations and supplemented in this representation.

Network Rail cannot currently provide support to access rights which have been identified as having additional challenges through the assessments completed to date. We do not expect ORR to make a direction in support of these paths for the reasons we have outlined above. However, should it be

mind to do so, we want to be clear that further discussion would be needed.

### May 2026 Timetable Assessment

From the information provided in the Form P, indicative train paths were created in the Timetable Planning Software ATTUNE to assess the impact of these paths against a May 2026 Timetable base. The paths were built using the timings provided based on the calling points supplied, not from an electronic import as this was not supplied by WSMR. This means any flexing of other services proposed by WSMR as part of their analysis has not been seen. All proposed paths had conflicts against the base timetable, with all SX paths having major conflicts which are unlikely to be resolved or would have significant impacts on other services and service patterns across the geography.

As with the previous application submitted by WSMR, all the services had some conflicts as they ran through the West Midlands, particularly crossing at Water Orton and running round the Sutton Park Lines. It is understood that previous applications had several flexes required in this area to accommodate the WSMR trains. However, these were on a different base timetable. The current timetable, December 2025, sees an uplift in CrossCountry services in the area, followed by another planned uplift in May 2026, which are reflected in the offered timetable. These reflect the 2tp Birmingham-York CrossCountry services, which were part of the original ECML ESG specification. In the analysis completed, there is only one instance of a direct conflict between the proposed WSMR paths and the CrossCountry paths commencing from May 2026 – 1E30, which conflicts with the 07:53 departure from Wrexham to Euston. All services would, however, use the limited capacity available through Water Orton.

In relation to the WCML, some of the proposed paths use the xx:36 down slot out of Euston and the xx:59 slot arriving at Euston, which are theoretical paths within the standard hour timetable structure produced in December 2022. These theoretical paths provide for 'firebreaks' in the timetable, between flights of services, to support a resilient timetable and to prevent spread of delay. As per Network Rail's General Representation on the WCML South, dated 07 February 2025, reducing the number of firebreaks in the timetable reduces the ability of the timetable to withstand variations in train presentation without significant spread of delay between services and across service groups. In the weekday, 6 of the 8 paths look to have the potential to work on the West Coast between Euston and Nuneaton only with retimings to other services. On the weekend, this number is 4 of the 8 paths. The retimings required would be needed to resolve headway conflicts with other services on the line. These paths would use the firebreaks outlined above and other constraints along the route would remain. When proposed to run outside the xx:36 down and xx:59 up slots in the timetable structure, most of the trains have major conflicts with services run by Avanti West Coast, which are already running, that would require significant retiming on the West Coast to accommodate. The conflicts off the WCML and across the rest of the proposed route remain, for instance, at Water Orton.

At Wrexham General, with the addition of the Wrexham to Crewe shuttle by Transport for Wales (TfW) in the current timings, the platforming of the first two down WSMR services at Wrexham would prove a challenge to accommodate compliantly; on both occasions, both the WSMR and TfW service would be in platform 2 at Wrexham with neither able to use the free platform 3 due to routing/length restrictions.

### Water Orton Area

The proposed Up services by WSMR are routed along the Sutton Park line to Water Orton West Junction, then cross to the Up Nuneaton line to travel through platform 1, and the proposed Down

services are routed along the Down Nuneaton line to Water Orton East Junction, then through platform 1 and then cross at Water Orton West Junction to be routed along the Sutton Park line. This section of the network is also used by Birmingham – Derby / Leicester CrossCountry passenger services and is a key corridor for freight services. Performing the moves that the proposed services by WSMR would undertake are extremely constrained, with the result that a high proportion of the proposed WSMR service conflict in the Water Orton area.

## **Timetable Performance**

### *West Coast Main Line South Performance – General Representation*

Our performance concerns on the WCML South Fast Lines have been outlined in our two letters of representation, dated 07 February 2025 and 25 April 2025.

The 07 February 2025 letter sets out relevant performance information in the ‘Timetable Performance’ section and Appendix C. These set out the importance of having a timetable that is resilient. In particular, factors that underpin a resilient timetable plan include firebreaks in the timetable at key conflict points to prevent spread of delay from service group to service group. Any additional services introduced on the West Coast South Fast Lines would further increase the number of services planned on minimum headway, reducing the number of firebreaks in the timetable and the ability to withstand typical variations in train presentation without significant spread of delay between services and across service groups.

The 25 April 2025 letter sets out relevant performance information in the ‘WCML Performance – London Euston to Rugby’ section. As set out in this letter, Network Rail believes that any additional services on the Fast Lines on the WCML South would have a significant detrimental impact to performance where the current quantum of services, combined with the realities of operating a mixed traffic railway, already have significant performance challenges and contribute to delivering performance at a level below expected levels.

The proposed Train Slots could adversely impact network performance, including:

- Detrimental effects on overall network resilience, leading to increased risk of service disruption.
- Reduced adherence to performance benchmarks, impacting punctuality and reliability across the affected routes.
- Congestion issues at key junctions and high utilisation areas of the network, limiting operational flexibility and resilience.

### *May 2025 Timetable Performance Commentary*

Performance data and commentary relevant to London Euston, Watford Junction, Milton Keynes Central, Rugby, Nuneaton have been shared below. This evidence demonstrates that performance is an existing challenge in these locations prior to the inclusion of WSMR. WSMR services would travel through multiple areas of current poor performance increasing the risk of transporting delay across the network.

#### *London Euston*

Performance at Euston in May 2025 is below the national On Time Working Timetable (WTT)

performance, 62.3% Nationally compared to 59% at Euston. This location had an On Time WTT % of 59%.

Euston Performance by hour in May 2025, throughout the day, shows steady performance up to the morning peak where performances drops from 85% On Time between 0600-0659 to 51.8% On Time between 0800- 0859. Performance stays steady rising to a high of 60.5% from midday before dropping again in the evening peak from 1600 to a low of 48.8% between 1900-1959. Gradual recovery happens from 2000 to 2359.

Congestion delay shows that Willesden West London Jn <> London Euston suffers the most reactionary delay attributed to late running services. This is demonstrated in the West Coast Main Line South General representation, dated 07 February 2025.

### Watford Junction

Performance at Watford Junction in May 2025 is below the national On Time WTT performance, 62.3% Nationally compared to 49.2% at Watford Junction. This location had an On Time WTT % of 49.2%.

Watford Junction Performance by hour in May 2025, throughout the day, shows steady performance up to the morning peak where performances drops from 85.3% On Time between 0500-0559 to 47% On Time between 0800-0859. Performance stays steady rising to 50% from midday before dropping again from 1500 to a low of 39% with no recovery until late evening.

Congestion delay shows that Bourne End Jn <> Watford Junction suffers the most reactionary delay attributed to late running services. The most prominent services involved are Avanti services impacting other Avanti services.

### Milton Keynes Central

Performance at Milton Keynes Central in May 2025 is below the national On Time WTT performance, 62.3% Nationally compared to 38% at Milton Keynes Central. This location had an On Time WTT % of 38%.

Milton Keynes Central Performance by hour in May 2025, throughout the day, shows steady performance up to the morning peak where performances drops from 73.8% On Time between 0500-0559 to 38.9% On Time between 0800-0859. Performance stays steady throughout the day not rising higher than 40.6% before dropping again from 1500 to a low of 26% with no recovery until late evening.

Congestion delay shows that Hanslope Jn <> Milton Keynes Central suffers the most reactionary delay attributed to late running services.

### Rugby

Performance at Rugby in May 2025 is below the national On Time WTT performance, 62.3% Nationally compared to 40% at Rugby.

Rugby Performance by hour in May 2025, throughout the day, shows steady performance up to the morning peak where performances drops from 72.9% On Time between 0500-0559 to 34.2% On Time between 1100-1159. Performance stays steady throughout the day not rising higher than 41.1% before dropping again from 1500 to a low of 30.1% with no recovery until late evening.

Congestion delay shows that Rugby <> Nuneaton suffers the most reactionary delay attributed to late

running services.

### Nuneaton

Performance at Nuneaton in May 2025 is below the national On Time WTT performance, 62.3% Nationally compared to 37.8% at Nuneaton. Nuneaton Performance by hour in May 2025, throughout the day, shows steady performance up to the morning peak where performances drops from 70.5% On Time between 0500-0559 to 33.6% On Time between 1100- 1159. Performance stays steady throughout the day not rising higher than 39.3% before dropping again from 1500 to a low of 25.3% with no recovery until late evening.

Congestion delay shows that Nuneaton <> Rugby suffers the most reactionary delay attributed to late running services.

### Water Orton

Performance at Water Orton in May 2025 is Below the nation On Time WTT performance, 62.3% Nationally compared to 45.5% at Water Orton. This location had an On Time WTT% of 45.5%

Water Orton Performance by hour in May 2025, throughout the day, shows steady performance up to the afternoon where performance drops from 54.2% On Time between 0900-0959 to 36.2% between 1200-1259. Performance rises to a high of 48.8% On Time at 1600 but then drops in the evening peak to 27.7% at 1900, performance recovers from 2000 rising to 58% at 2300.

## **Timetable Development**

Key dates for timetable development, such as consultation dates and deadlines for Timetable Planning Rules, including Sectional Running Times, and Engineering Access, are available within the 'Calendar of Milestone dates' documents which can be found on the Network Rail website ([Operational Rules - Network Rail](#)). Regular forums take place as part of this process, and active engagement in these is necessary to develop the detail underpinning a timetable bid.

## **North West & Central**

### Air Quality at Euston Station

Network Rail has concerns around the environmental impact of introducing additional diesel traction stock into London Euston station. Introducing additional diesel traction stock into the Working Timetable on a permanent basis would present air quality issues. Network Rail would like to understand how WSMR can demonstrate how that can be mitigated effectively to remove harm and risk to passengers and public, preventing exceedances in air quality measures.

### Other Aspirations on the WCML

This application has the potential to interact with a number of other known aspirations along the WCML, including a possible future Section 17 application from Virgin Management Limited, applications which have already been submitted for industry consultation and/or to ORR namely, First Rail Stirling Limited (NW Services), and Section 22A applications from Avanti which are currently being consulted within Network Rail.

Whilst noting that all access rights held by existing operators are time limited with expiry dates, it is reasonable to expect that operators (or funders) will intend for these services to continue operating

in some form beyond the relevant TAC expiry dates, and that the respective applications to continue operating those services will be forthcoming.

### Passenger Flow at Euston Station

In our general representation letter of 07 February 2025 we highlighted the importance of Passenger flow at Euston Station.

As stated in that general representation, conclusions showed that Euston station is vulnerable to disruptions associated with delays and cancellations, as well as common cause variance in call to board announcements. The data provided in that representation suggests that, even under the existing demand and timetable, the concourse design does not lend itself to accommodating spikes in demand well. In the short run, introduction of additional services at London Euston may contribute to poorer passenger experience in the concourse. Additional services may limit the station's ability to cope with common cause variance in train service, such as delays to boarding and departure. This means that the station has less resilience to demand or operational fluctuation.

## **Wales & Borders**

### Level Crossings

Our stance remains unchanged from the previous application, which was rejected by ORR on 03 July 2025. We require an Overlay Miniature Stop Light (OMSL) enhancement at Viaduct level crossing, which is currently progressing as a Business As Usual (BAU) item. The OMSL must be in place ahead of any uplift in trains along this section of the line (WSJ2).

This application affects 45 level crossings in Wales & Borders Route. Please see the level crossings details in Appendix A.

The above is only based on this uplift, and should multiple uplifts be bid for at the same time, a further assessment would need to be made for the cumulative increase of all of these uplifts, which may lead to further mitigations and investment being required.

Consultation and information will need to be made with the local highways and councils regarding the increase in barrier down time and impact on traffic. Letter drops and signage will need to be carried out ahead of any uplift coming into place.

### Strategic Planning

There remains a number of aspirations for additional services operating along this route which were outlined in Network Rail's Marches Corridor Study. Welsh Government has provided significant investment in new rolling stock and infrastructure across Wales & Borders to support an improvement to passenger services. This includes the recently introduced shuttle service between Chester and Wrexham, which was delivered under the Network North Wales Programme. There also remains a franchise commitment by Welsh Government for additional services between Liverpool and Shrewsbury (extending to Cardiff Central in alternate hours) and delivering infrastructure improvements in Gobowen. Enabling this remains a priority for future investment decisions.

## **Conclusion**

In conclusion, Network Rail recommends that ORR does not grant the access rights sought in this application. The evidence presented throughout this representation demonstrates that the proposed



services would introduce significant and multi-faceted risks to the operational integrity of the WCML Fast Lines, especially where capacity of the route is limited, and the wider network.

The application would exacerbate existing capacity constraints and performance challenges. Our analysis shows that the WCML South timetable is already operating at the limits of resilience with minimal headways and essential firebreaks required to contain reactionary delay. Introducing additional services would remove these firebreaks, increase the likelihood of systemic delay propagation and undermine the ability to deliver a robust timetable.

For these reasons, Network Rail considers that granting these rights would not represent an efficient or sustainable use of network capacity and would undermine operational performance.

Should ORR be minded to direct Network Rail and WSMR to enter into contract, we request the opportunity to review and amend the terms to ensure compliance with safety, performance, and strategic requirements.

Please do not hesitate to contact me if there is any further information you require.

Yours sincerely,

(redacted)

**Gianmaria Cutrupi**  
Customer Manager  
System Operator

## List of Appendices

### Appendix A – Wales & Borders Level Crossing Overview

#### Highway Crossings

7 crossings are public highway level crossings of which the barrier down time will be increased:

Crossing Name	Elr	Miles	Chains	Legal Status	Overall Status	Crossing Type
Croes Newydd North Fork	WSJ2	201	42	Public Highway	Open	MCB/MB
Weston Rhyn	WSJ2	191	40	Public Highway	Open	AHB
Gobowen North	WSJ2	189	56	Public Highway	Open	MCB/MB
Whittington	WSJ2	187	67	Public Highway	Open	AHB
Baschurch	WSJ2	179	14	Public Highway	Open	AHB-X
Eyton	WSJ2	178	63	Public Highway	Open	AHB-X
Leaton	WSJ2	175	34	Public Highway	Open	AHB

Considering there might be 3 potential uplifts on this section, at this stage the above level crossings are considered tolerable exclusively for the uplift proposed by WSMR. When factoring in other track access applications, such as the ones submitted by Transport for Wales Rail Limited and Liverpool & South Wales Railway, Weston Rhyn will require some minor mitigations and additionally a TfW uplift may trigger the requirement for Manually Controlled Barriers with Obstacle Detection (MCBOD), which are linked to resignalling the line.

The minor mitigations considered at Weston Rhyn for any further or multiple uplifts are listed below:

- Fresh road markings
- Anti-skid surface on approaches
- Strail deck
- Engagement with local schools
- More prominent signage on approaches (currently near to trees and hedges, repositioning to more visible locations)
- Barrier extensions
- Hard standing surface under the upside telephone
- Vegetation cutback to increase approach visibility of RTLs
- Additional 9-day census

#### User work Crossings

14 User work crossings (8 with telephones [1 of which is closed], 3 with Miniature Stop Lights and 3 with no telephones but are classified as 'Sleeping Dogs' with no known use)

Whitehurst	WSJ2	193	52	Accommodation	Open	UWCT
Pitts	WSJ2	190	42	Accommodation	Open	UWCT

Decoy	WSJ2	185	66	Occupation	Open	UWCMSL
Rednal Farm	WSJ2	185	35	Accommodation	Open	UWCMSL
Queens Park	WSJ2	182	26	Accommodation	Open	UWCMSL
T. Edwards	WSJ2	182	57	Accommodation	Open	UWCT
Wykey	WSJ2	181	71	Accommodation	Open	UWCT
Timms 2	WSJ2	179	26	Occupation	Sleeping Dog	UWC
Warbrook	WSJ2	178	3	Accommodation	Open	UWCT
Deakins	WSJ2	176	44	Accommodation	Sleeping Dog	UWC
Davies	WSJ2	175	75	Accommodation	Sleeping Dog	UWC
Prince Of Wales	WSJ2	174	42	Accommodation	Open Temporarily	UWCT
Woolascott	WSJ2	174	65	Occupation	Closed	UWCT
Blackpool	WSJ2	173	62	Accommodation	Open	UWCT

The above are considered tolerable for this uplift largely due to the good relationships and compliance shown by the users. Decoy level crossing has been known to have a high number of recorded misuse due to gates being left open.

### Footpaths

There are 24 level crossings under public and private footpath status. 2 private footpaths (1 of which is closed), the remainder are public footpaths.

Bersham	WSJ2	200	11	Public Footpath	Open	FPS
Vauxhall Industrial Estate	WSJ2	198	0	Public Footpath	Open	FPS
New Bungalow	WSJ2	194	24	Public Footpath	Open	FPS
Viaduct	WSJ2	192	18	Public Footpath	Open	FPS
Moreton Hall 1	WSJ2	191	13	Public Footpath	Open	FPS
Moreton Hall 2	WSJ2	191	30	Public Footpath	Open	FPS
Daywall 1	WSJ2	190	15	Public Footpath	Open	FPS
Daywall 2	WSJ2	190	33	Public Footpath	Open	FPS
Gobowen	WSJ2	189	39	Public Footpath	Open	FPS
Orthopaedic Hospital 1	WSJ2	189	12	Public Footpath	Open	FPS
Brookfield	WSJ2	187	8	Public Footpath	Open	FPS
Whittington 1	WSJ2	187	79	Public Footpath	Open	FPS
Decoy FP	WSJ2	185	66	Public Footpath	Open	FPS
Jo-Jo's	WSJ2	185	44	Public Footpath	Open	FPS

Rednal	WSJ2	184	43	Public Footpath	Open	FPS
Haughton Church	WSJ2	183	52	Public Footpath	Open	FPS
Tedsmore	WSJ2	183	35	Public Footpath	Open	FPS
Queens Park FP	WSJ2	182	26	Public Footpath	Open	FPS
Slades	WSJ2	182	64	Public Footpath	Open	FPS
Wykey FP	WSJ2	181	71	Public Footpath	Open	FPW
Stanwardine 1	WSJ2	180	54	Public Footpath	Open	FPS
Baschurch	WSJ2	178	8	Private Footpath	Closed	FPS
Eyton Footpath	WSJ2	178	56	Private Footpath	Open	FPS
Leaton 2	WSJ2	175	52	Public Footpath	Open	FPS

Viaduct requires an OMSL to be in place ahead of any timetable uplift due to the high number of incidents. It has been endorsed by Technical Authority to use the exceptional rating for Gross Disproportion Factors (GDF) as part of our cost benefit analysis due to the high number of incidents observed on camera footage between December 2024 and March 2025. The OMSL is being progressed for installation.

Moreton Hall has previously been selected for an OMSL enhancement for the TfW uplift, but it was concluded it is – so far as is reasonably practicable – without mitigation for this uplift, as with Weston Rhyn assessment will need to be made for multiple uplifts, at which point an OMSL is required.