

Review of Options to Improve Visual Amenity of Electrification in Areas of Outstanding Natural Beauty (AONB)  
Phase 1 Assessment Template

Idea description, name or number:

Date of assessment:

Stage 1 Result: Pass or Reject

Stage 2 - Visual improvement factor x Impact factor:

100

Note max score = 100

1st Stage Filtering

Factors	Impact	Selection	Notes on basis/reason for rejection
Visual Impact	Greater impact/lower visual amenity	Reject	
Overall environmental impact	Significant/long term negative impact to the local area which cannot be reasonably mitigated	Reject	
Compliance with Functional Requirements:			
EU legislation & Railway Group Standards (TSI)	Any obvious non-compliance that is unlikely to find reasonable mitigation = reject	Reject	
DfT rolling stock strategy for route	Any obvious non-compliance i.e. cannot run IEP & EMU trains = reject	Reject	
140 mph Linespeed	Must be capable of delivering line speed	Reject	
Sectional running times	Any obvious adverse impact (increase) = reject.	Reject	
Gauging	No negative impact on current guaging/route clearances	Reject	
Route Availability	Any obvious adverse impact (reduction) = reject.	Reject	
Timeframe		Reject	
	VERY Significant delay to introduction of new service OR VERY significant duration with no improvement to visual impact of current electrification infrastructure = reject		
Safety	Significant adverse impact on safety (construction or operational)	Reject	

2nd stage assessment (if none of the above are assessed as Reject and more than 10 options passing filtering)

Factors	Range	Selection	Scoring	Criteria weighting	Overall Score
Visual Improvement factor	Significant improvement/virtually unnoticeable	1	100	100	100
	Large improvement		70		0
	Minor improvement		30		0
	No discernible difference		0		0
					100
Impact Factors:					
Long term Reliability (i.e. anticipated failure compared with Series 1)	Better than Series 1 anticipated	1	100	40	40
	No difference to Series 1		70		0
	Slightly lower than Series 1		30		0
	Anticipated to be higher failure compared to Series 1		0		0
Engineering Access/impact on current rail service (for construction and maintenance)	ROR or adjacent land (no impact on operational railway)	1	100	10	10
	Likely to require series of small disruptive possessions for installation		70		0
	Likely to require small disruptive possessions every 5/10 years for maintenance		30		0
	Likely to require blockade of 2 weeks or longer to install or risk to timetable during construction		0		0
	Significant long term disruptive possessions for installation and/or maintenance				
Timescale - design, development & installation (product approvals, planning, network change etc.)	Can be installed in parallel with current electrification works	1	100	10	10
	0-1 years prior to improved visual amenity		70		0
	1-5 years prior to improved visual amenity		30		0
	5+ years prior to improved visual amenity or causing delay of over 1 year to electrification timescales		0		0
Other environmental impact	Environmental Benefits locally or offsetting	1	100	20	20
	No impact		70		0
	Some disruption to local area - construction traffic etc.		30		0
	Major disruption - short term		0		0
Safety factors (to workforce and public)	Improved i.e. less maintenance, greater electrical clearances etc	1	100	20	20
	No impact		70		0
	limited additional risk (small amount exposure to install or maintain)		30		0
	High risk (to workforce due to extensive exposure for install/maintain or risk to public in event of failure)		0		0
				100	
				Total weighted score	100

Notes:

1. All criteria are judged in comparison to Series 1 and on the basis that the equipment has already been installed on the sections of line under review.
2. Environmental impact is not part of the remitted assessment criteria, however it is proposed that this should be included.
3. A first phase filtering of the options generated will be undertaken to remove any Ideas with rejection criteria. 2nd stage assessment will take place if more than ten options pass through the first filter.
4. It has been agreed in discussion with Network Rail that cost (capital or operating cost) is not to form part of the assessment at this phase.

Free text to record notes/discussions on option under review: