



TRANSPORT AND WORKS ACT 1992

**Transport and Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

The Network Rail (Cambridge Re-Signalling) Order

Consultation Report

(Required by Rule 10(2)(d))

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1. INTRODUCTION

1.1 Background

1.1.1 Network Rail Infrastructure Limited ('Network Rail') is making an application to the Secretary of State for Transport for an order under the Transport and Works Act 1992 (TWA). The proposed order is termed The Network Rail (Cambridge Re-signalling) Order ('the Order').

1.1.2 The Order, if made, would authorise Network Rail to compulsorily acquire land and rights in land. It would also authorise Network Rail to take temporary possession in connection with the works required for the re-signalling of the Cambridge station interlocking area and the upgrade of the relevant level crossings as shown in Table 1 below, including any other works and operations incidental or ancillary to such works ('the Project').

1.1.3 The physical 'Works' which are required as part of this Project are termed 'the Scheme'. The Order includes no authorisation for 'Works' and is for land and rights in land only.

1.2 Purpose of the Consultation Report

1.2.1 This report summarises the consultation and engagement undertaken by Network Rail in relation to the Order and has been prepared in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006 ('the TWAOR Rules 2006').

1.2.2 The Order does not include a request for deemed planning permission, with planning permission for all 'Development'¹ required as part of the Scheme obtained through a mixture of Network Rail's Permitted Development rights under The Town and Country Planning (General Permitted Development) (GPDO) (England) Order 2015 or where required through applications for 'express' planning permission under the Town and Country Planning Act ('TCPA') 1990 (as amended). Due to this separate consent regime for the Scheme, pre-application engagement has also been undertaken in line with the guidance provided by the National Planning Policy Framework (NPPF) July 2021, the accompanying National Planning Practice Guidance² as well as related routes such as the Environmental Impact Assessment process.

¹ Development as defined in Section 55 of the Town and Country Planning Act 1990 (as amended).

² <https://www.gov.uk/government/collections/planning-practice-guidance>

1.3 Structure of Report

1.3.1 The structure of the Consultation Report is as follows:

- Section 2 sets of the Project description, its benefits, the physical works and the proposed consenting approach for the elements that make up the Scheme;
- Section 3 sets of the consents required for the different elements of the Scheme, the related legislation and the accompanying guidance on consultation and engagement (both statutory and non-statutory);
- Section 4 - based on the legislation and accompanying guidance set out in Section 3, this section sets out the strategy for consultation and engagement and how this addressed the requirements of the consenting processes;
- Section 5 sets out the requirements and consultation undertaken with those stakeholders identified in Schedules 5 and 6 of the TWAO Rules 2006;
- Section 6 sets out the requirements and consultation undertaken with the owners of land directly affected by the proposals within the Order including tenants, occupiers and parties with private rights of way;
- Section 7 addresses the consultation and engagement with other strategic stakeholders such as the DfT and local councillors;
- Section 8 sets out the Public Consultation undertaken in March 2021, the key broad themes identified and the Projects response to same; and
- Section 9 provides a conclusion on the overall consultation and engagement undertaken.

2. THE PROJECT

- 2.1.1 The Order is being sought as part of the Cambridge Re-signalling programme ('The Project') that is to be designed and delivered within Network Rail's Control Period 6 signalling work bank.
- 2.1.2 The existing Cambridge interlocking was commissioned in 1982 and is approaching the end of its reliable life. The Project's aim is to bring back the re-signalling system to 35 year life and improve the reliability and performance of the signalling system in the Cambridge interlocking area, which currently reflects approximately 34% delay cost to signalling equipment and systems. The upgrade will improve the safety, performance and reliability of the network.
- 2.1.3 As part of the Scheme, Bury St Edmunds, Dullingham and Chippenham Junction interlockings are to be relocked and re-controlled together with the relock of Foxton, Chesterton Junction and Whittlesford Interlocking to Cambridge power signalling Box, providing operational savings by closing the mechanical boxes and centralising the interlockings for future re-signalling works of the wider Cambridge area.
- 2.1.4 The Scheme also includes the upgrade/enhancement of the level crossings as set out in Table 1 below:

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Table 1 - Level Crossing Upgrades/Enhancements

Name	Post code	Existing Level Crossing Type	Proposed Level Crossing Type
Milton Fen	CB24 6AF	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Dimmock's Cote	CB6 3LJ	Automatic Half Barrier	Manually Controlled Barriers monitored by Obstacle Detection
Six Mile Bottom	CB8 0UJ	Automatic Half Barrier	Manually Controlled Barriers monitored by Obstacle Detection
Dullingham	CB8 9UT	Manned Gated Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Croxton	IP24 2RQ	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Waterbeach	CB25 9HS	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Meldreth	SG8 6XA	Automatic Half Barrier Crossing	Manually Controlled Barrier with Closed Circuit Television
Foxton (Hauxton Road Level Crossing)	CB22 5HJ	New REB building only	

2.1.5 The Order is necessary to ensure that Network Rail have the necessary land and interests (access rights etc.) to facilitate the above level crossing interventions as required to enable the signalling upgrade.

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2.1.6 The Order will also ensure that Network Rail have powers to access and maintain their infrastructure through rights across land into the future.

2.2 Benefits of the Project

2.2.1 The Project is a renewal project that forms part of improvements to the national rail network to put passengers first, meet the increasing demand for rail travel and to support economic growth.

2.2.2 Britain's railways continue to experience increasing demand for rail travel; passenger numbers have doubled in the past 20 years and are set to double again over the next 25 years - so investment in building a bigger, better railway for passengers now and in the future is vital.

2.2.3 The overall objective of this Project is to renew the life expired signalling assets and replace the 1980s signalling panel with a modern video display unit control system. The land acquisition sought as part of Order is a key enabler for this. Without completing this renewal project the Project would be at risk of poor asset reliability and reduced capacity should routes or assets be signed out of use.

2.2.4 The benefits of the Project include:

- Renewal of existing assets enables the railway to stay operating safely;
- Improved reliability;
- Improved performance;
- Improving the Fatality and Weighted Injury (FWI) score and complying with ORR requirements to improve safety by moving away from automatic half barrier crossings.
- Improved maintainability;
- Enhanced safety notably at the seven no. level crossings;
- Reduced operational cost; and
- Enabler for future projects.

2.3 Physical Works – The Scheme

2.3.1 The scope of works that make up the Scheme are:

- Re-signalling the Cambridge Station interlocking area;
- Re-locking and life extending 6 adjacent interlocking areas;
- Installing Visual Display Unit (VDU) workstations replacing the existing Entrance Exit (NX) signal box control panels;

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- Decommissioning 3 signal boxes and re-controlling to Cambridge Power Signal Box (PSB);
 - Upgrading the signalling power supply;
 - Upgrading the Telecoms network to Fixed Telecom Network (FTNx) where required; and
 - Renewal of Chippenham Junction.
- 2.3.2 The works set out in Section 2.3.1 will take place wholly within Network Rails Operational Land and will be carried out in line with their maintenance role as a statutory rail undertaker.

2.3.3 In addition the Scheme will include the upgrading of the seven no. level crossings and the placing of Relocatable Equipment Buildings (REB) at the locations shown in Table 1 above. Temporary and permanent access as well as areas for temporary construction compounds to facilitate the works shown in Table 1 will also be required. The land acquisition and rights in land powers sought as part of the Order will facilitate the upgrade of these level crossings. Elements of the works will require planning permission (see Section 3.4 below).

Upgrade of Level Crossings

- 2.3.4 The proposed Order provides powers to acquire land and interests in land at the seven no. level crossings (see Table 1) to facilitate their upgrade. The proposed upgrades will facilitate safety enhancements at each level crossing.
- 2.3.5 To inform the need for such safety enhancements as part of these upgrades, Risk Assessments of the level crossings are undertaken and updated on an ongoing basis (The frequency at which Network Rail assesses a level crossing is dependent on the level of risk the crossing poses but generally is undertaken at intervals of between one and three years or if any significant changes are made).
- 2.3.6 The Risk Assessments include the All Level Crossing Risk Model (ALCRM), a web-based risk tool used by Network Rail, to support it in managing the risk to crossing users, passengers and rail staff by assessing the risks at each crossing and targeting those crossings with the highest risk for remedial measures. The Risk Assessments also include an incident history at each level crossings including reporting of Near Misses and Level Crossing Misuse. The findings of the ALCRM which supports Network Rails level

crossing safety assessments are available for public viewing via Network Rails Level Crossing Safety page on their website³.

- 2.3.7 The focus of the Risk Assessment process is not to make the decision for the project but to equip stakeholders with the supporting information they need to make decisions on available options for upgrading of level crossings, which fall broadly in three categories:
- Closure and re-routing – low cost option but is often negated by the practicability of re-routing traffic. While the risk at the individual crossing will be eliminated, the impact on surrounding crossings must be reviewed;
 - Closure and bridge/underpass –significant cost associated with this option; and
 - Crossing upgrade – A review of the current level crossing solution is carried out with an impact analysis taken out on possible upgrade options. For example, if the existing level crossing is an AHB (Automatic Half Barrier), how would implementing a full barrier crossing improve the risk?
- 2.3.8 The outcomes of the ALCRM for each of the seven no. level crossings are shown in Appendix A of this report. Options to reduce the risk at each level crossings were considered at a series of workshops with the Project design team and Network Rails Safety Review Panel. The options at each level crossing to address the risk were considered in terms of their cost and benefits (these are also set out in Appendix A). In summary all seven of the level crossings scored high in terms of risk on the ACLRM with the preferred renewal option at each being, either MCB-CCTV or MCB-OD.
- 2.3.9 Network Rail's current risk assessment process for the seven no. level crossings has fed into Network Rail's Governance for Railway Investment Projects (GRIP)⁴ 2 and 3 feasibility and option selection stages as part of the level crossing upgrade and renewal programme.
- 2.3.10 Further consultation with the Office of Rail and road (ORR) has been undertaken as part of the safety upgrade of the seven no. level crossings and is discussed further in Section 5 of this report.

³ www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/

⁴ Network Rail developed the GRIP process to manage and control investment projects – ones that enhance or renew the national rail network as opposed to those involved with routine maintenance of the railway. It was developed in order to minimise and mitigate the risks associated with delivering such projects .

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- 2.3.11 The Order will facilitate the upgrades of the seven no. level crossings in line with the recommendations of the Risk Assessments through the acquisition of land and rights in land for both permanent and temporary works.
- 2.3.12 The Project acknowledges that the level crossing upgrade solutions will increase the amount of time that the level crossing barriers are down. This additional time is because of the additional safety sequences inherent in the technology and checks that are required by the signaller to ensure that the level crossing is clear of obstruction before allowing a train to proceed.
- 2.3.13 Further details on the potential impacts of the increased barrier downtimes on queuing times and wider highways impacts are discussed in Section 5.3 below.

3. CONSENT FOR THE SCHEME AND RELATED CONSULTATION/ENGAGEMENT REQUIREMENTS

3.1.1 The Consultation and Engagement Strategy for the Scheme has been developed in line with the required consents and their accompanying legislation as set out below.

3.2 Compulsory Acquisition of Land and Rights as part of the Order

3.2.1 The Order, if made, would authorise Network Rail to compulsorily acquire land and rights to:

- use any land for the purposes of the Development (as hereinafter defined) or for any other purposes that are ancillary to the Network Rail undertaking;
- occupy land on a temporary basis for construction works;
- make provision for temporary and permanent accesses;
- amend existing and create new rights of way both temporarily and permanently; and
- place permanent infrastructure on the acquired land.

3.2.2 The Order also authorises permanent stopping up of streets to the extent specified in the Order.

3.2.3 Network Rail is applying for the Order pursuant to section 6 of the Transport and Works Act 1992 under sections 1 and 5 of that Act.

3.2.4 Consultation and engagement with affected landowners in relation to the acquisition of land and rights (temporary and permanent) required for the Scheme has therefore been undertaken in line with the guidance set out in the TWAO Rules 2006 as well as best practice guidance set out in the DfT's Transport and Works Act orders: good practice tips for applicants (November 2013).

3.3 Wider Pre-application Consultation and Engagement as part of the Order process

3.3.1 Rule 10(2)(d) of the TWAO 2006 Rules requires a report summarising all the consultations that have been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables or, if not, an explanation of why not.

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- 3.3.2 Appendices B and C of this report sets out the detailed requirements for consultation as set out in Schedules 5 and 6 of the TWAO 2006 Rules respectively, including a justification where consultees listed in these schedules have not been consulted.
- 3.3.3 Appendix D also provides similar detail of Amenity Groups that may require consulting as set out in Annex 4 of the DfT Guidance 'A Guide to TWA Procedures'.

3.4 Planning Permission for Development

- 3.4.1 The works that make up the Scheme that are considered 'Development'⁵ will be authorised through a mixture of Network Rails existing Permitted Development rights under GPDO 2015 and/or where required through applications for 'express' planning permission under the TCPA 1990. The Order therefore does not include a request for deemed planning permission.
- 3.4.2 In summary the works that require planning permission will be authorised as set out in Table 2.

⁵ The definition of 'Development' for which planning permission is required is set out in Section 55 of the Town and Country Planning Act 1990

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Table 2 - Works that Require Planning Permission and Proposed Planning Regime

Works		Authorisation
1	All works that are located within Network Rails current landownership and operational land are being undertaken as part of Network Rails statutory role as maintainer of the rail network.	All works are located within Network Rails current landownership and operational land and so benefit from Permitted Development rights under Part 8 or Part 18 Class A (not requiring Prior Approval) of the GPDO 2015.
2	Works as part of the following Level Crossing upgrades located within Network Rails current landownership and operational land: <ul style="list-style-type: none"> • Milton Fen; • Waterbeach; • Dullingham; and • Dimmocks Cote 	
3	Works as part of the following Level Crossing upgrades: <ul style="list-style-type: none"> • Six Mile Bottom • Croxton; and • Meldreth 	Elements of the works are located within Network Rails current landownership and operational land and so benefit from Permitted Development rights under Part 8 or Part 18 Class A (not requiring Prior Approval) of the GPDO 2015.
4	Installation of REB at Foxton (Hauxton Road Level Crossing)	However some works are located on land outside of Network Rails operational land and so will require Prior Approval under Part 18 Class A of the GPDO 2015 or express planning permission under the TCPA 1990
5	Where temporary works areas or accesses are required outside of, but adjacent to Network Rails Operational Land, Network will utilise Part 4 Class A of the GPDO 2015 to undertake these.	

3.5 Pre-application Consultation and Engagement as part of the Town and Country Planning process

National Guidance

3.5.1 As 'express' planning permission under the TCPA 1990 (or Prior Approval under Part 18 Class a of the GPDO 2015) is required for certain works as set out in Table 2, pre-application engagement has also been undertaken in line with the national guidance provided by the NPPF July 2021 and the accompanying National Planning Practice Guidance (PPG).

3.5.2 The PPG⁶ sets out the following in relation to value of pre-application engagement:

'Pre-application engagement by prospective applicants offers significant potential to improve both the efficiency and effectiveness of the planning application system and improve the quality of planning applications and their likelihood of success. This can be achieved by:

- *providing an understanding of the relevant planning policies and other material considerations associated with a proposed development*
- *working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development, including, where relevant, the need to deliver improvements in infrastructure and affordable housing*
- *discussing the possible mitigation of the impact of a proposed development, including any planning conditions*
- *identifying the information required to accompany a formal planning application, thus reducing the likelihood of delays at the validation stage. The information requested must be reasonable (more information can be found in Making an application).*
- *putting in place a Planning Performance Agreement where this would help with managing the process and agreeing any dedicated resources for progressing the application*

The approach to pre-application engagement needs to be tailored to the nature of the proposed development and the issues to be addressed'.

3.5.3 The PPG recognises that the parties involved at the pre-application stage will vary on a case by case basis, and the level of engagement 'needs to be proportionate to the nature and scale of a proposed development'⁷.

⁶ Paragraph: 001 Reference ID: 20-001-20190315

⁷ Paragraph: 003 Reference ID: 20-003-20140306

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- 3.5.4 The PPG identifies the following stakeholders as part of the pre-application engagement process:
- the local planning authority;
 - statutory and non-statutory consultees;
 - elected members; and
 - local people.

Local Planning Guidance

- 3.5.5 Pre-application engagement with the community is also encouraged as part of the PPG where it will add value to the process and the outcome⁸.
- 3.5.6 As certain works that form part of the Scheme will require express planning permission under the TCPA 1990, the relevant LPA Statements of Community Involvement (SCI) have also been referred to. The relevant local authorities and related SCI are set out in Table 3:

⁸ Paragraph: 010 Reference ID: 20-010-20150326

Table 3 - Relevant Local Authorities and Statements of Community Involvement

Name	Post code	Local Authority	Statement of Community Involvement
Dimmock's Cote Level Crossing	CB6 3LJ	East Cambridgeshire District Council	Statement of Community Involvement July 2018
Dullingham Level Crossing	CB8 9UT		
Hoxton REB	CB22 5HJ		
New/upgraded signalling works across route and Cambridge City Station area	N/A	Cambridge City Council	Statement of Community Involvement 2019 (and Addendum May 2020)
Meldreth Level Crossing	SG8 6XA	South Cambridgeshire District Council	Statement of Community Involvement 2013
Six Mile Bottom Level Crossing	CB8 0UJ		
Milton Fen Level Crossing	CB4 6AF		
Croxton Level Crossing	IP24 2RQ	Breckland Council	West Suffolk Statement of Community Involvement December 2018
New/upgraded signalling works across route and works at Bury St Edmunds station area.	N/A	West Suffolk Council	

Non-Statutory Pre-application Engagement

- 3.5.7 The guidance provided by the relevant SCI is not reiterated here in full but in summary all documents note that even if not compulsory, pre-application engagement will enable the local communities an opportunity to raise issues with and make suggestions in relation to development. Undertaking non-statutory pre-application engagement will help highlight local issues, allowing a project to gather feedback that can be feed back into the design

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development process. This will increase opportunities to address issues early, building consensus for development and increase the chances of a timely and positive decision from the LPA and improve the resulting quality of development to the benefit of the local community.

Statutory Consultation on Planning Applications

- 3.5.8 The Planning and Compulsory Purchase Act 2004 requires that at any time before a decision is made on an application for express planning permission, stakeholders and the local community should have the opportunity to comment on any aspect of the proposal.
- 3.5.9 Consultation on planning applications will take place with both statutory and non-statutory consultees. Who is consulted on each individual application will depend on the nature of the proposal and its location. All consultees have 21 days (30 days for applications accompanied by an Environmental Statement) from the issue of the consultation notice to make comments on the application (extended as appropriate where the period extends over public or bank holidays). The minimum statutory requirements are set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 3.5.10 The statutory consultation process for applications for express planning permission under the TCPA 1990, where required as part of the Scheme will be undertaken via the relevant LPAs once applications have been submitted providing further opportunity to raise and respond to issues.

3.6 Environmental Impact AssessmentEnvironmental Impact Assessment as part of the TWAO process

- 3.6.1 Rule 7 of the TWAO Rules' 2006 requires that an application for a TWAO be accompanied by an Environmental Impact Assessment (EIA) if 'works' that constitute a project which is of a type mentioned in either Annex 1 or 2 of Directive 85/337/EEC as amended by Directive 97/11/EC and Directive 2003/35/EC (herein referred to as the amended EU Directive) are required.
- 3.6.2 As the Order will seek powers only to enable acquisition of land or rights over land, with the Order not including a request for Deemed Planning Permission for any 'works', it is considered that there is no requirement for an EIA as part of this Transport and Works Act application process. This issue has been discussed with the DfT Transport Infrastructure Planning Unit (TIPU) with consensus that an EIA Screening Request relating to the works that require

express planning permission outside of the Order (as set out in Items 3 and 4 of Table 3 above) is sufficient.

Environmental Impact Assessment as part of the TCPA and GPDO process

- 3.6.3 Authorisation for all works considered Development (as per Section 55 of the TCPA 1990 - as set out in Items 3 and 4 of Table 2 above) will be sought either through applications for express planning permission under the TCPA 1990 or Prior Approval via Part 18 Class A of the GPDO 2015,
- 3.6.4 Paragraph 10 of Article 3 of the GPDO 2015 states that ‘Subject to paragraph (12), Schedule 1 development or Schedule 2 development within the meaning of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011(2) (“the EIA Regulations”) is not permitted by this Order unless—
- the local planning authority has adopted a screening opinion under regulation 5 of those Regulations that the development is not EIA development;
 - the Secretary of State has made a screening direction under regulation 4(7) or 6(4) of those Regulations that the development is not EIA development; or
 - the Secretary of State has given a direction under regulation 4 of those Regulations that the development is exempted from the application of those Regulations’.
- 3.6.5 Therefore if the works are considered to be either Schedule 1 or Schedule 2 development as defined in the EIA regulations 2017, for Network Rail to benefit from their standard Permitted Development rights the relevant LPA must have provided an EIA Screening Opinion that the development is not EIA development.
- 3.6.6 To address this issue and to inform the need for any applications to be accompanied by an Environment Statement, Network Rail submitted an EIA Screening Request for the Scheme to each of the relevant LPA on the 7 July 2021. A subsequent EIA Screening Request was submitted to East Cambridgeshire District Council in June 2022 to reflect updated works boundaries and further survey data at the Dimmocks Cote and Dullingham level crossings areas. Further detail of the consultation undertaken as part of this process are provided in Section 5.2.9 to 5.2.14.

4. STAKEHOLDER CONSULTATION AND ENGAGEMENT STRATEGY

4.1.1 The consultation and engagement strategy for the Scheme has been developed in line with the required consents and their accompanying legislation as set out in Section 3 above.

4.1.2 A Stakeholder Consultation and Engagement Strategy was developed to set out how the project would engage with stakeholders during feasibility and design development as part of the GRIP process, the Order pre-application stage, as well as the pre-application stage related to any applications for express planning permission under the TCPA 1990.

4.1.3 The Strategy identified the likely stakeholders with a stake in the Scheme and the statutory requirements for consultation or non-statutory engagement related to the relevant authorisations. These were categorised as follows:

- Statutory consultees (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992) as well as best practice guidance including the DfT 'A Guide to TWA Procedures';
- Landowners potentially affected by the Order (including tenants, occupiers, and parties with private rights of way);
- Strategic stakeholders (Department of Transport (Transport Infrastructure Unit), and Local Councillors
- Local interest groups, rail users and the wider public.

4.1.4 Statutory consultees for works where powers are not being sought under the Order were also consulted and engaged in a similar manner. These related to applications for express planning permission under the TCPA 1990 and as part of the Environmental Impact Assessment process under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

4.2 Impact of the Covid 19 Pandemic on Consultation and Engagement

4.2.1 The ongoing coronavirus pandemic has had implications for how consultation and engagement could be undertaken. The Strategy and approach was adapted to take this into account, providing a more flexible approach using multiple techniques to ensure consultation and engagement continued throughout the design development and Order application process.

4.2.2 Noting the social distancing restrictions that were in place during the Public Consultation period in March 2021, Network Rail utilised a more flexible digital approach and set of techniques for consultation, engagement and delivery of the process for the Order. This approach offered opportunities to reach a

wider demographic within the communities the Project will affect, potentially attracting sections of the community that had not engaged before. Experience of traditional public consultations has generally attracted a particular demographic. The use of digital techniques allowed the Project the opportunity to capture new audiences and a more representative cross-section of the community. This use of digital techniques as a response to the ongoing coronavirus pandemic is evident in the wider planning process with the Coronavirus Act 2020 (notably Section 78), supplemented with various statutory instruments and guidance issued by the UK Government bringing in important changes to how Local Authorities can operate, permitting them for example to hold virtual meetings and flexing the rules to allow the statutory planning process to continue.

- 4.2.3 However, the use of digital engagement and consultation techniques did not provide a single solution for consultation and engagement on the Project. The use of such techniques are limited as not all members of the community may have access or the skills to effectively engage with them.
- 4.2.4 To ensure that the consultation and engagement process was seen to be robust and fair, it was considered that the use of digital techniques be supplemented with traditional methods of engagement such as newsletters via post, freephone numbers and one-to-one interactions over the telephone where requested with the Project Stakeholder Manager.
- 4.2.5 The Consultation and Engagement Strategy has sought to ensure that the consultation and engagement process was inclusive and effective, helping to maximise the acceptability of the proposals to be applied for within the Order, thereby increasing the level of confidence that robust proposals have been developed.

4.3 Summary of Consultation and Engagement undertaken to date

- 4.3.1 Consultation and engagement has been undertaken via face to face meetings, site meetings, digital presentations and written correspondence, to provide current information about the Scheme with details of information available on the Project webpage and contact details to provide feedback or discuss in further detail with the Stakeholder Manager/Consents Manager. A Public Consultation round was also held in March 2021 with an update Information Round held in July 2022.
- 4.1.1 A more detailed outline of the consultation and engagement approach undertaken to date with the categories of statutory consultees outlined in Sections 4.1.3 and 4.1.4 above are set out as follows:

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- Section 5 – this section sets out the requirements and consultation undertaken with those stakeholders identified in Schedules 5 and 6 of the TWAO Rules 2006;
- Section 6 – this section sets out the requirements and consultation undertaken with the owners of land directly affected by the proposals within the Order including tenants, occupiers and parties with private rights of way;
- Section 7 – this section addresses the consultation and engagement with other strategic stakeholders such as the DfT and local councillors; and
- Section 8 – this section sets out the Public Consultation undertaken in March 2021, the key broad themes identified and the Projects response to same.

5. STATUTORY CONSULTEES

- 5.1.1 Table 4 below sets out all groups and organisations for the Scheme that must be served or notified under either Schedule 5 or Schedule 6 of the TWAO Rules 2006 (known as Schedule 5 or 6 consultees). Network Rail has termed these ‘statutory consultees’ for the purposes of consultation.
- 5.1.2 Appendices B and C of this report provides a summary of the various relevant categories of statutory consultee under Schedules 5 and 6 of the TWAO Rules 2006, who are entitled to receive a copy of the application documents or to be served with notice of the making of the application.
- 5.1.3 Appendices B and C also contain consultees which are not considered relevant with a justification for this provided. However where not directly relevant, engagement has been carried out with some of these stakeholders to raise awareness of the Scheme and have been provided with opportunities to provide responses. The consultees considered relevant to the Scheme are summarised in Table 4 below.

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Table 4 – Relevant Statutory Consultees under the TWAO Rules 2006 including Schedules 5 and 6 of same

TWAO Rules 2006 or Schedule Item	Consultees	List of Consultees considered relevant to the Scheme
Rule 13 of the TWAO Rules 2006	Every local authority to which the application relates	<ul style="list-style-type: none"> • East Cambridgeshire District Council • South Cambridgeshire District Council • Breckland Council • Norfolk County Council • Cambridgeshire County Council <p>Although the Order requires no land take within either Cambridge City Council nor West Suffolk Council areas, engagement was undertaken and responses invited from these local planning authorities through correspondence and the Public Consultation event noting the works as part of the wider Scheme.</p>
Schedule 5 (Items 9 and 11) and Schedule 6 (Item 6) of the TWAO Rules 2006	Relevant Highways Authorities	<ul style="list-style-type: none"> • Cambridgeshire County Council • Norfolk County Council
Schedule 5 (Item 10) of the TWAO Rules 2006	Relevant Parish Councils in relation to the level crossing upgrade works where land acquisition powers are sought as part of the Order	<p>Although the Order does not include any powers for the stopping up or diversion of a footpath, a bridleway, a byway or a cycle track the following Parish Councils were contacted as part of the Public consultation:</p> <ul style="list-style-type: none"> • Milton Village Parish Council • Waterbeach Parish Council • Dullingham Parish Council • Shepreth Parish Council • Little Wilbraham Parish Council • Wicken Parish Council • Croxton Parish Council

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Schedule 5 (Item 12)	Relevant Statutory Undertaker	<p>Although the Order does not include any authorisation for 'Works' affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker, the following statutory undertakers were contacted as part of the Public Consultation:</p> <ul style="list-style-type: none"> • UKPN • Cadent Gas Limited • Eastern Power Networks PLC • British Telecommunications PLC • EE Limited • Virgin Media Limited • GTC • Trafficmaster Limited • Sky Telecommunications Services Ltd • Anglian Water Services Limited • South Staffordshire Water PLC
Schedule 5 (Item 17)	<p>Although the Order does not include any authorisation for 'Works', Natural England were contacted as part of the Public Consultation process and were consulted as part of the separate EIA Screening process.</p>	
Schedule 5 (Item 23)	<p>The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. However Transport Focus were contacted as part of the Public Consultation process.</p>	
Schedule 5 (Item 25)	<p>The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. The Office of Rail and Road were contacted as part of the Public Consultation process and were presented to in relation to the future safety enhancements at the level crossings. Further engagement will be undertaken in line with any required amendments to the Level Crossing Orders.</p>	

5.1.4 Additional non-statutory consultees were also garnered from Annex 4 of DfT 'A guide to TWA Procedures as set out in Table 5 below.

Table 5 - Annex 4 of DfT 'A guide to TWA Procedures'

Non-Statutory Consultees	
Annex 4 of DfT 'A guide to TWA Procedures' (Item 1)	Railfuture- Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.
Annex 4 of DfT 'A guide to TWA Procedures' (Item 10 and 11)	Historic England

5.1.5 The approach to consulting each of the identified Statutory Consultees is set out below.

5.2 Local Authorities - Local Planning Authorities

5.2.1 All Local Planning Authorities were invited to a digital presentation on the Scheme in February 2021. Invitations to the presentation were sent via e-mail from the Project Stakeholder Manager. The presentation provided:

- Background of the Project;
- The Project benefits;
- Description of the Scheme;
- A description of the 'Development' that may require express planning permission under the TCPA 1990 or Prior Approval under Part 18 Class A of the GPDO 2015 for elements of the Scheme to be located outside Network Rail Operational Boundary;
- The requirement for a TWAO and the powers to be sought e.g. compulsory acquisition of land and rights;
- Approach to EIA outside of the TWAO process in line with the EIA Regulations 2017;
- Proposed Public Consultation in March 2021 and to be submitted Approach to Community Consultation document; and
- A high level timetable for submission of the TWAO and any additional authorisations required

Approach to Community Consultation Document

- 5.2.2 An Approach to Community Consultation document was provided to each of the relevant LPA in February 2021 with feedback requested on the approach March 2021 Public Consultation.
- 5.2.3 The Approach to Community Consultation provided an overview of the Project programme and detailed Network Rails plans and programme for engagement and consultation. It summarised the approach to
- The March 2021 Public Consultation and its related spatial boundaries;
 - How direct consultation with landowners affected by any land acquisition had and would be undertaken throughout the project timeline;
 - The Statutory Consultation requirements of the 2006 TWAO Rules; and
 - How further responses to feedback would be undertaken as well as a follow up Information Round.
- 5.2.4 The Approach to Community Consultation also set out how the coronavirus restrictions at the time had implications on how consultation and engagement could be undertaken. It set out how Network Rails strategy and approach was adapted, taking into account the constraints that the coronavirus restrictions, and any government guidance presented. The document proposed a more flexible approach, utilising digital techniques for consultation and feedback supplemented by more traditional engagement techniques such as face to face conversations through the Project's Stakeholder Manager.
- 5.2.5 Feedback was received from South Cambridgeshire District Council and Cambridge City Council in relation to the extent of the consultation area and accessibility of the Project webpage for smart phone use which was incorporated into the March 2021 Public Consultation event.
- 5.2.6 The relevant LPA as well as Councillors (see Appendix E for full list of those contacted) were then contacted via written correspondence prior to the March 2021 Public Consultation (See Appendix F for sample via written correspondence).
- 5.2.7 A detailed response was provided by Cambridgeshire County Council and East Cambridgeshire District Council, with the response aligned with Greater Cambridge Planning Service (that incorporates Cambridge City Council and South Cambridgeshire District Council) response. The Principal Development Management Planner at Breckland Council (Fiona Hunter) was contacted in relation to the Project and the EIA Screening for the works at the Croxton level crossing area. The details of the responses are discussed in more detail in Section 8.6 of this report.

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- 5.2.8 A further digital presentation to the relevant LPA to present the outcomes of the March 2021 public consultation and wider engagement process to date was undertaken in July 2021. This included:
- Summary of engagement and public consultation undertaken to date;
 - Summary of responses from the public consultation;
 - Next steps focusing on how we are addressing the responses – notably the undertaking of the transport modelling related to the level crossing upgrades but also submission of the EIA Screening and the preparation of the Habitats Regulations Screening (Croxtan level crossing area);
 - Project update on consents, progress with the Order application and overall Project programme; and
 - Any further information rounds for the public.

Local Planning Authority consultation through the EIA Screening Process

- 5.2.9 As set out in Section 3.3, Network Rail submitted an EIA Screening Request (July 2021) and an updated request to East Cambridgeshire District Council (June 2022) in relation to the ‘Development’ requires consent either through express planning permission under the TCPA 1990 or Prior Approval under Part 18 Class A of the GPDO 2015. It should be noted that this process sat outside of the TWAO process as it is a separate consenting regime.
- 5.2.10 Whilst there is no statutory requirement to consult on EIA Screening Requests under the 2017 EIA regulations, the LPA’s undertook consultation with a number of key consultees as part of the July 2021 and June 2022 EIA Screening Requests. Table 6 below sets out the list of consultees that were approached along with the EIA Screening Opinions.

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Table 6 - List of Consultees consulted as part of EIA Screening Request July 2021

LPA	EIA Screening Request Reference No.	Consultees approached for comment by the relevant LPA	EIA Screening Opinion
South Cambridgeshire and Cambridge City Council – Greater Cambridge Shared Planning Service	21/03205/SCRE & 21/03253/SCRE	<ul style="list-style-type: none"> • Natural England • Cambridgeshire County Council (Highways Authority) • The Environment Agency • South Cambridgeshire and Cambridge City Council Health Development Officer and Ecology Department <p>The local planning authority also consulted the following but received no reply at the time of issuing there opinion:</p> <ul style="list-style-type: none"> • Environmental Health Team – South Cambridgeshire District Council • Planning Policy Team – Greater Cambridge Shared Planning • Conservation Team – Greater Cambridge Shared Planning • Historic England • Archaeology Team – Cambridgeshire County Council • Transport Assessment Team – Cambridgeshire County Council 	<p>Negative EIA Screening - The Councils concluded that the Scheme as proposed was neither Schedule 1 or Schedule 2 development as per the EIA Regulations 2017 and so there was no requirement for the submission of an Environment Statement with any future applications for express planning permission. A request for works to be assessed through an Ecological Impact Assessment in response to comments from Natural England was highlighted.</p>
Breckland Council	3SR/2021/0003/SCR	<ul style="list-style-type: none"> • Norfolk County Council (Highways Authority) • Highways England • Natural England • Norfolk County Council Natural Environment Team 	<p>Negative EIA Screening</p>
West Suffolk Council	DC211420	<p>The Councils concluded that the works solely with their administrative area, did not meet the description of works set out in Schedules 1 or 2 of the EIA regulations 2017 and are therefore not likely to result in significant environmental effects.</p>	<p>No consultees were therefore contacted.</p>
East Cambridgeshire District Council	22/00753/SCREEN	<ul style="list-style-type: none"> • Cambridgeshire County Council (Highways Authority) • Natural England • Lead Local Flood Authority • Cambridgeshire Archaeology • East Cambridgeshire District Council Environmental Health • East Cambridgeshire District Council Asset Information Definitive Map Team 	<p>Initial positive EIA Screening Opinion to the July 2021 request was received based on Natural England's consultation response of potential significant ecology effects at the Dimmocks Cote and Dullingham Level Crossings. Additional design work and ecology surveys have been undertaken at these level crossings with an updated EIA Screening Request to be submitted on the 13 June 2022 with a 3 week decision timeline. At the time of submission of the Order no EIA Screening opinion had been received from East Cambridgeshire District Council.</p>

Summary Outcomes of the EIA Consultation

- 5.2.11 Of the five LPA, four provided negative EIA Screening Opinions to the July 2022 EIA Screening Request. East Cambridgeshire provided a positive EIA Screening Opinion.

EIA Screening Consultee Responses - Ecology Consultation Feedback

- 5.2.12 Based on Natural England's consultation response of potential significant environmental effects on ecology at the Dimmocks Cote and Dullingham Level Crossings, East Cambridgeshire District Council provided a positive EIA Screening Opinion to the July 2022 EIA Screening Request .

- 5.2.13 In response additional design work, ecology surveys and an Ecological Impact Assessment (EclA) has been undertaken by Network Rails contractor for the Dimmocks Cote and Dullingham level crossing upgrades. The EclA has reported no significant effects in relation to with an updated EIA Screening Request including the EclA submitted 13 June 2022. At the time of submission of the Order no EIA Screening opinion had been received from East Cambridgeshire District Council.

EIA Screening Consultee Responses - Highways Consultation Feedback

- 5.2.14 In response to comments from the Highways Authorities (Cambridgeshire and Norfolk County Council) and Highways England, the Project has undertaken traffic surveys and modelling to assess the potential impacts of longer barrier down times at the upgraded level crossing works areas. Further engagement with these authorities has been undertaken to discuss the outcomes and findings of this modelling (see Section 5.3 below).

5.3 Local Authorities - Highways Authorities

- 5.3.1 To date Network Rail have consulted with Cambridgeshire County Council and Norfolk County Council as the relevant Highways Authorities for the Scheme.

Engagement with relevant Highways Authorities on Level Crossing Upgrades

- 5.3.2 A presentation on the Project was undertaken digitally in January 2021 with Cambridgeshire County Council as outlined below (Norfolk County Council did not respond to the invite to this presentation).
- 5.3.3 Feedback garnered from this engagement included requests for further information on the increased barrier downtimes at the proposed seven no.

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level crossings upgrades and their potential to impact both the local and wider highway network. This also included requests for further information of the risk assessments for the level crossings that informed the need for the upgrades. This was reiterated as part of the March 2021 Public Consultation responses from Cambridgeshire County Council and the responses from the relevant LPA.

- 5.3.4 In response to the request for further information Network Rails Transport Consultant (Modelling Group, in partnership with Tracsis Traffic Data Ltd) have undertaken Traffic Modelling to identify the impact of the increased barrier downtimes at each of the seven no, level crossing on all roads users and the surrounding highway networks.
- 5.3.5 An additional meeting was held with the relevant Highways Authorities to agree the methodology for the Traffic Modelling with agreement on the locations of traffic surveys, the highways networks to be modelled and assessed with consideration of the ongoing Covid restrictions and their impact on traffic data discussed in July 2021. Traffic Surveys were undertaken in July 2021.
- 5.3.6 The following documentation and assessment have been produced and provided to the relevant Highways Authorities prior to meetings to discuss their outcomes:
- Level Crossing Study - Modelling Methodology
 - Level Crossing Study - Local Model Validation
 - Level Crossing Study - Performance Report
- 5.3.7 A further meeting with the relevant Highways Authorities to present the findings of the Traffic Modelling was undertaken in December 2021.
- 5.3.8 However further work on the methodology, additional committed developments and other railway upgrades that may take place in the area were requested by Cambridgeshire County Council in relation to one of the level crossing upgrades (Waterbeach). Further traffic surveys were undertaken in early April 2022 to inform this additional modelling.
- 5.3.9 Engagement in relation to the traffic impacts of the upgrade at this level crossing continued with further meetings to discuss the outcomes with the relevant Highways Authorities taking place in May 2022. An updated set of the documentation and assessments set out in 5.3.6 were provided to both Highways Authorities in June 2022.

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- 5.3.10 In summary the traffic modelling showed that there would be limited impacts on the journey times and queue lengths at six of the seven no. level crossing works areas due to the increased barrier downtime resulting from the level crossing upgrades. There are noted to be impacts at the Waterbeach Level Crossing highlighted as part of the modelling. This is due in part to the restricted layout of the road leading up to the level crossing with on street parking resulting in a single lane of traffic. The updated modelling on the request of Cambridgeshire County Council included scenarios including the relocation of the existing Waterbeach station (planning ref: S/0791/18/FL) to support the development of proposed Waterbeach New Town (4,500 homes and associated commercial, retail and education floorspace adjacent to the relocated railway station). Proposed mitigation was also provided as part of the modelling but would be the subject of further engagement with the highways authority.
- 5.3.11 The findings of the documentation and assessments were provided to the wider public as part of the Information Round undertaken in July 2022. All documentation will be provided in full to accompany any application for express planning permission at the relevant works areas for further consultation in line with the requirements for applications under the TCPA 1990.

Highways consultation as part of the March 2021 Public Consultation

- 5.3.12 The relevant Highways Authorities were invited via written correspondence to provide consultation feedback as part of the March 2021 Public Consultation.
- 5.3.13 A detailed response was provided by Cambridgeshire County Council and East Cambridgeshire District Council, with the response aligned with Greater Cambridge Planning Service (Cambridge City Council and South Cambridgeshire District Council) response. No direct response was received from Norfolk County Council.
- 5.3.14 The above authorities responses state that they were ‘strongly supportive of any improvements to the rail network that benefit Cambridgeshire and Peterborough residents’, with the level crossing upgrades increasing ‘safety for users crossing the level crossings’.
- 5.3.15 It was noted that there was limited information provided as part of the March 2021 Public Consultation on barrier down times and any potential highways impacts of these at each level crossing on all roads users and the surrounding highway networks. To address this point the Project sought further direct engagement with the relevant Highways Authorities in relation to the above noted traffic modelling as set out above in Sections 5.3.2 to 5.3.11.

5.4 Relevant Parish Councils

- 5.4.1 The Parish Councils related to the level crossing works areas as set out in Appendix E were contacted as part of the March 2021 public consultation – see Appendix F for an example of written correspondence.
- 5.4.2 A number of responses were submitted notably for the Six Mile Bottom and Waterbeach level crossing upgrade works areas. The major themes identified as part of the Public Consultation responses are discussed in Section 8 below.

5.5 Relevant Statutory Undertakers

- 5.5.1 Anglia Water and National Grid were contacted in relation to the March 2021 Public Consultation with no direct responses received.
- 5.5.2 UKPN have been engaged as part of the ongoing Network Rail GRIP process relating to the provision of power supply to the future works.
- 5.5.3 The relevant Statutory Undertakers set out in Table 4 above have been identified through the Land Referencing exercise, highlighted in the Book of Reference that accompanies the Order and have been contacted by the Network Rails Land Referencing team as part of the Order consultation process. Notice has also been served on each as part of the Order application process.
- 5.5.4 Engagement in relation to potential interfaces with Statutory Undertakers and in relation to their assets will be ongoing throughout the process as design progresses.

5.6 Statutory Bodies - Natural England, The Environment Agency and Historic England.

- 5.6.1 Responses were invited via written correspondence from the above Statutory Bodies as part of the March 2021 Public Consultation with responses received from Natural England and Historic England. At the time of publishing this report, the Environment Agency had not provided a response (however it is noted that responses were provided as part of the EIA Screening process as described in Sections 5.29 to 5.2.14 above).

Response from Natural England

- 5.6.2 Natural England's response stated that they did not consider that the proposed works in the immediate vicinity were unlikely to pose significant risk

to natural environment assets. They therefore had no detailed comments to make on the Scheme.

- 5.6.3 More detailed responses in relation to the level crossing works areas were received from Natural England as part of the EIA Screening process as set out in Sections 5.29 to 5.2.14 above. The Project response included the undertaking of more detailed ecology surveys and assessment to accompany any future applications for express planning permission under the TCPA 1990 or Prior Approval under Part 18 Class A of the GPDO 2015.

Response from Historic England

- 5.6.4 Historic England provided a response in relation to the wider scheme specifically in relation to the potential internal works required at the Bury St Edmunds signal box (Grade II (National Heritage List 1414231)), where the Project may be required to undertake internal works to decommission the signalling equipment and re-controlling all signalling to Cambridge Power Signal Box. This will provide operational savings by closing the mechanical boxes and centralising the interlockings for future re-signalling works of the wider Cambridge area. These works are all located within Network Rails operational boundary and so no powers are being sought to facilitate land acquisition or other powers for this element of the Scheme as part of the Order. Any works will be undertaken by Network Rail as part of their maintenance role as a statutory undertaker with the required consultation and engagement undertaken as required. The decision to decommission this signal box has not been finalised but if the Project proceeds with the works, any works will be carried out in line with the 'Redundant Signal Box Strategy for Network Rail' (doc ref: BLDG-GN-AC-80-10-77) best practice guidance.
- 5.6.5 The National Records Centre that holds information on the listed structures within Network Rails portfolio were contacted for details of the listing in July 2021. Further assessment of the structure and any proposed works will be undertaken by a suitably qualified cultural heritage specialist, with engagement undertaken with the local conservation officer and Historic England in relation to the proposed works and any requirements for Listed Building Consent under the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 5.6.6 An appropriate level of assessment of both designated and non-designated assets affected by the works and further consultation advice will be sought from local authority archaeological and conservation advisors as appropriate as part of any future applications for express planning permission under the

TCPA 1990 or Prior Approval under Part 18 Class A of the GPDO 2015 (or where required for Listed Building Consent).

- 5.6.7 Historic England's response also noted that the Scheme would not have a direct physical effect on Scheduled Monuments or other designated assets. The response did highlight the presence of a pill box at Croxton (Norfolk Historic Environment Record 15052), the setting of which may be impacted. The works proposed at the Croxton Level Crossing and the land acquisition powers sought to facilitate these as part of the Order having been designed as to not directly impact the pill box. Vegetation clearance will take place as part of the construction stage of the Project that would allow the pill box to be more visible. The Order does not include a request for deemed planning permission with planning permission for these works sought through the Town and Country Planning Act 1990 where the potential for impacts on the setting will be addressed with Breckland Council and their heritage department and if required will provide a heritage statement to address this issue.

5.7 Other Schedule 5 and 6 Consultees

- 5.7.1 Transport Focus and the Office of Rail and Road (ORR) were contacted via written correspondence prior to the March 2021 Public Consultation with the ORR responding with no comments. Transport Focus did not provide a response.
- 5.7.2 Further direct consultation with the ORR was undertaken in November 2021 in relation to the level crossing upgrade works, safety and future requirements for updates to the relevant Level Crossing Orders.
- 5.7.3 A presentation was made to the ORR on the traffic modelling results as described in Sections 5.3.2 to 5.3.11 of this report. ORR were supportive of the upgrades and encouraged further engagement through the detailed design of the works in terms of prioritising and enhancing safety at these locations.

6. LANDOWNERS POTENTIALLY AFFECTED BY THE ORDER (INCLUDING TENANTS, OCCUPIERS, AND PARTIES WITH PRIVATE RIGHTS OF WAY)

- 6.1.1 This category of consultee is concerned with the owners of land directly affected by the proposals within the Order, but also includes tenants, occupiers and parties with private rights of way that may be affected.
- 6.1.2 Network Rail has directly consulted with all potentially affected landowners as set out in the Book of Reference that accompanies the Order.
- 6.1.3 Consultation and engagement has been undertaken throughout design development for the Scheme as part of Network Rails GRIP process – GRIP Stages 3 and 4 (2020 to present).
- 6.1.4 Ongoing land referencing has been undertaken by Network Rails Land Referencing consultant, Land Referencing Services (LRS), to identify all potentially affected landowners (including tenants, occupiers, and parties with private rights of way). A refresh of all land referencing has been undertaken within 28 days of submission of the final Order to ensure all interests have been captured and all relevant landowners have been notified of the Order application. Where parcels of unregistered land, i.e. where ownership of land could not be ascertained through Land Registry or other record searches, site notices were displayed.
- 6.1.5 Network Rail's Property team and their appointed Property Agents (Brown & Co.) have undertaken written correspondence, site meetings and private treaty negotiations in relation to all land parcels being considered at the seven no. level crossing upgrades.

6.2 Consultation as part of earlier GRIP stages

- 6.2.1 A list of potentially directly affected landowners were consulted during GRIP 3 to enquire about the operation of the land and to agree arrangements to gain access for surveys. This was undertaken via letter and telephone discussions by Network Rail's appointed Property Agents.

6.3 Consultation Prior to Public Consultation (March 2021)

- 6.3.1 Prior to this Public Consultation, the land referencing process identified all landowners with an interest in the land within the footprint of the Scheme in respect of which compulsory acquisition powers could be sought, if private treaty arrangements could not be made in advance of the Order being submitted.

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- 6.3.2 Discussions took place with those identified as having a potential land interest to inform them that their interest could be affected. Contact was made with those landowners identified – upon initial investigation – as having a potential land interest and offers of engagement were made to discuss the Scheme with the Network Rail's appointed Property Agents.
- 6.3.3 Initial letters were issued in January/February 2021 and meetings took place ahead of the March 2021 Public Consultation with parties who requested further information.
- 6.3.4 Discussions were undertaken at this point when options for the layout, access and construction requirements for the level crossings were still being considered through the GRIP process.
- 6.3.5 Discussions were based upon design plans produced and shared as part of the March 2021 Public Consultation process and gave Network Rail an opportunity to update affected landowners on the land requirements of the Scheme and for landowners to raise any specific concerns and / or share their views.

6.4 Consultation with affected Landowners Post Public Consultation (March 2021)

- 6.4.1 Additional rounds of land referencing were undertaken in November 2021, April 2022 and July 2022. Any new interests identified through the land referencing process were initially contacted by Brown & Co. This engagement has continued to the present day.
- 6.4.2 Network Rail can confirm that all identified parties in the Book of Reference have been consulted prior to submission of the Order. If any other parties are identified following on from submission of the order Network Rail will continue to engage with them as they become known.
- 6.4.3 A summary of the consultation undertaken (initial letters and site meetings) along with key issues raised by affected landowners have been summarised in Appendix H of this report. This also sets out how these comments influenced the design proposals specific to their land interest, how these have been taken forward and the current status of the ongoing private treaty negotiations.

6.5 Adopted Highways land affected by the Order

- 6.5.1 The Order also seeks powers to permanently stop up minor areas of adopted highway in both the Cambridgeshire and Norfolk County Councils administrative areas. The areas of the adopted highway to be permanently

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stopped up are required due to the placement of the upgraded level crossing barrier equipment or resulting changes to existing access points, precluding minor areas of the adopted highway from future use. These areas are generally consigned to areas of existing highway verge and will not impact users of the highway.

- 6.5.2 Both County Councils were contacted via written correspondence outlining the proposed areas to be stopped up. Cambridgeshire County Council have confirmed that all areas of land within their administrative area to be stopped up permanently will not impact users of the adopted highway and agree to the stopping up proposed (written responses 28 July 2022). A response from Norfolk County Council is still outstanding. Further engagement will be undertaken in line with the stopping up process outlined in the Order.

7. OTHER STRATEGIC STAKEHOLDERS

7.1.1 This category of consultee is concerned with the strategic stakeholders including the DfT TIPU and local ward councillors.

7.2 DfT Transport Infrastructure Planning Unit (TIPU)

7.2.1 Throughout the TWAO process DfT's TIPU have been provided with updates on the Scheme with digital presentations being provided in February 2021 prior to the March 2021 Public Consultation setting the overview and benefits of Scheme, the approach to its consenting and related environmental assessment process with an update provided on the upcoming Public Consultation and the proposed programme for the TWAO submission.

7.2.2 An updated presentation to TIPU was undertaken in August 2021 setting out the findings of the Public consultation as well as providing an update on the Scheme and TWAO programme.

7.2.3 Further updates on programme have been undertaken directly with TIPU throughout 2022.

7.2.4 A draft Order and accompanying Explanatory Memorandum was submitted to TIPU on the 26 May 2022 in line with Rule 5 of the 2006 TWAO Rules. Comments were received from TIPU which have been incorporated into the final Order as submitted.

7.3 Local Ward Councillors

7.3.1 Ward Councillors live in the areas that they serve in order to ensure that there is genuine understanding of the needs of the ward and so were consulted to ensure these were reported as part of the Public Consultation process.

7.3.2 The Ward Councillors (as set out in Appendix G of this report) for the areas in close proximity to the level crossing upgrade works were contacted via written correspondence prior to the Public Consultation in March 2021 with a digital presentation undertaken in February 2021 setting out the overview and benefits of Scheme, the approach to its consenting and an update provided on the upcoming Public Consultation and the proposed programme for the Order submission.

8. PUBLIC CONSULTATION

8.1.1 A public consultation round ran from the 1 March to the 11 April 2021 in relation to the Scheme focusing on the works areas at the proposed seven no. level crossings upgrades, where powers under the Order are required to compulsorily acquire land and rights in land and take temporary possession in connection with the works. The Public Consultation was advertised over a wider area as agreed as part of the Approach to Community Consultation document to include those who live or travel by rail through the vicinity of the Scheme.

8.1.2 The purpose of the consultation was to inform the local communities as well as other interested stakeholders about the Scheme, the future Order application and any required planning permission, providing them with an opportunity to have their say whilst Network Rail were developing the proposals.

8.1.3 The key activities within the public consultation process included:

1. Seeking feedback from the relevant local authorities on the approach to consulting the local communities;
2. Pre-public consultation activities;
3. Public Consultation Round – March to April 2021
4. Reviewing feedback from all consultees and grouping responses into themes/actions;
5. Collating comments from the public, community groups and other key stakeholders;
6. Seeking to address feedback through additional assessments or through amendments to the proposals, if feasible, or the provision of further information as requested.
7. Reporting back on any amendments through an additional information round

8.2 Seeking feedback from the relevant local authorities on the approach to consulting the local communities

8.2.1 Network Rail prepared the Approach to Community Consultation document as set out in Section 5.2.2 to 5.2.5 of this report, outlining the proposed approach to consulting the local community on the Project, seeking views on

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the proposed approach from local authorities, Councillors and other key stakeholders.

- 8.2.2 Responses were received on widening the consultation area, where the consultation would be advertised. A wider area for pre-consultation promotion was allowed for in terms of leaflet drops and media coverage in response.

8.3 Pre-public consultation activities

- 8.3.1 Network Rail sought to inform people who live or travel by rail through the vicinity of the Scheme that were likely to be affected or have an interest in the proposals of the upcoming public consultation.

- 8.3.2 The public consultation was open to anyone with an interest with the upcoming round advertised in local media, online and via a range of channels owned by Network Rail so as many people as possible were made aware of the proposals.

- 8.3.3 The Coronavirus restrictions in place at the time (January/February 2021) prevented Network Rail running pre-public consultation events to publicise the upcoming public consultation as face to face meetings. Presentations were undertaken using digital techniques such as MS Teams or other online presentation formats to relevant local authorities, Ward Councillors and the DfT TIPU in early February 2021.

- 8.3.4 Pre-consultation activity began in mid-February 2021 with promotional activities to inform the local community and rail users of the upcoming consultation, employing a variety of mediums – leaflet drops, advertisements, press releases (print, broadcast and online outlets) and social media activity.

- 8.3.5 The number of leaflet flyer and areas covered were as follows:

- Meldreth – 3148 leaflets
- Six Mile Bottom – 137 leaflets
- Dullingham – 279 leaflets
- Milton – 2118 leaflets
- Waterbeach 2853 leaflets
- Dimmocks Cote (Barway) – 1247 leaflets
- Croxton – 96 leaflets

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- 8.3.6 Including letters to statutory consultees and Councillors over 10,000 leaflets were distributed to advertise the upcoming Public Consultation.
- 8.3.7 Consultation material for each of the level crossing options was prepared including images of potential option layouts at each and indicative land acquisition requirements to be sought through the Order.
- 8.3.8 Information about the Project programme and the forthcoming public consultation was uploaded onto Network Rail's dedicated Project webpage (c3rconsultation.com) including a summary of the Project programme and all relevant public consultation documentation – See Appendix I for the public consultation brochure and Appendix J for examples consultation material at as part of the level crossing upgrades.

8.4 Public Consultation – March to April 2021

- 8.4.1 The public consultation round ran from the 1 March to the 11 April 2021. The public consultation brochure (Appendix I of this report) included a questionnaire to seek feedback on the proposed Scheme and the works at the seven no. level crossing upgrades. The questionnaire was also available in digital format via an online survey on the Project webpage (c3rconsultation.com).
- 8.4.2 The consultation booklet was available in hardcopy or digitally via the online webpage and Network Rails Citizen Space webpage and set out:
- An overview of the project,
 - Why it is important in terms of the renewal of the signal system, it benefits and the related need for the proposed safety upgrades at the seven no. level crossings;
 - Specific information on the seven no. level crossings including overview maps, proposed layouts (illustrative only) and potential land take requirements;
 - The booklet also included a questionnaire included the following questions:
 - *How do you feel about our proposals to upgrade the signalling in the Cambridge area - Strongly Support to Strongly Do Not Support;*
 - *How do you feel about the safety improvements to the proposed level crossings - Strongly Support to Strongly Do Not Support*
 - *Do You have any other comments you wish to make about the C3R proposals;*
 - *Your details including name, email address and postcode*

8.4.3 Feedback was invited via the online survey, e-mail (CambridgeC3R@networkrail.co.uk), written correspondence and through direct communication via telephone on request via the Stakeholder Manager.

8.5 Reviewing feedback from all consultees and grouping responses into themes/actions

8.5.1 In total the public consultation received 244 contacts. The responses are summarised as follows:

- 215 no. responses were provided to the online survey;
- Responses from 29 no. individual stakeholders (5 no. stakeholders provided responses to both the online survey and via e-mail) including a variety of organisations, local stakeholder groups and the public were submitted to the project email address (CambridgeC3R@networkrail.co.uk); and
- During the consultation period, the project received 1 no. telephone call.

8.5.2 The responses were analysed with broad themes highlighted as set out below.

8.6 Responses to ‘How do you feel about our proposals to upgrade the signalling in the Cambridge area?’

8.6.1 In response to the question ‘How do you feel about our proposals to upgrade the signalling in the Cambridge area?’, Figure 1 shows the percentage make-up of the responses received.

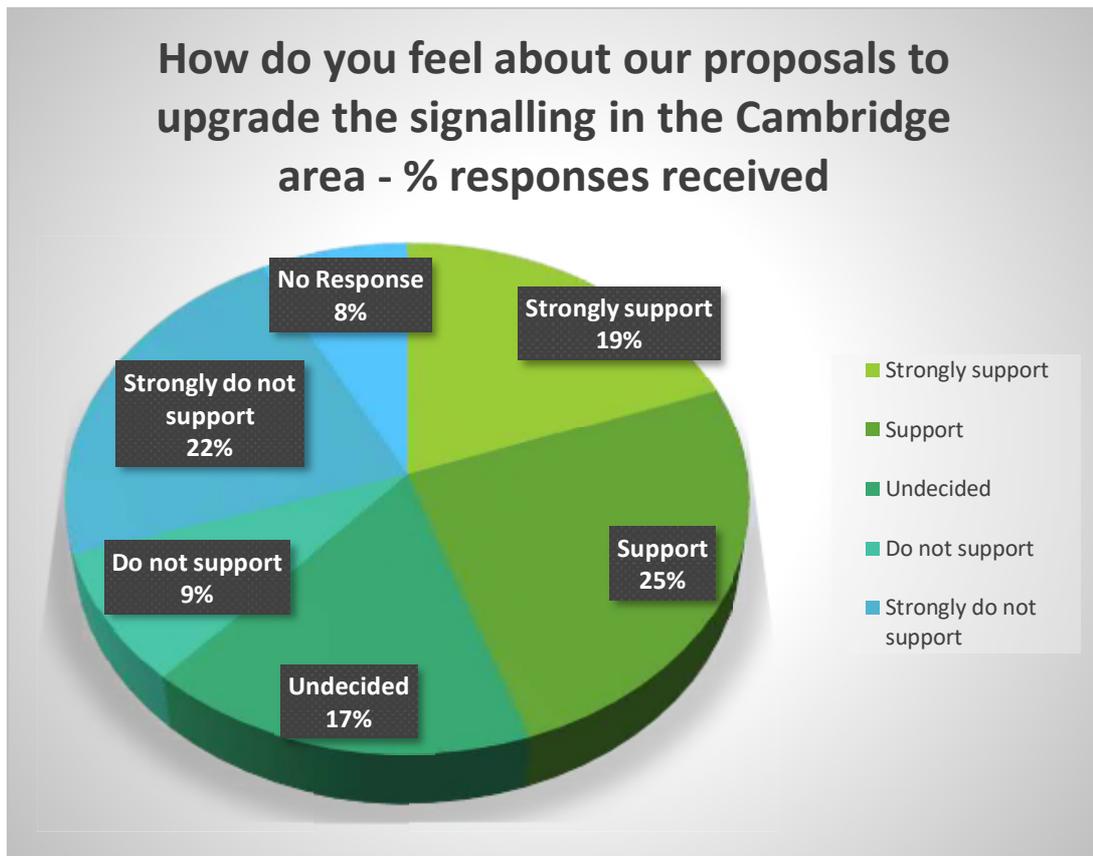


Figure 1 - How do you feel about our proposals to upgrade the signalling in the Cambridge area

Responses that Strongly Support/Support the proposals to upgrade the signalling in the Cambridge area

- 8.6.2 It can be seen that 44% of responses either supported or strongly supported the upgrade of signalling within the Cambridge area proposed as part of the Project. 8% of responses provided no response to this question with 17% being undecided.
- 8.6.3 Responses from Councillors in the East Cambridge District Council (Councillor Hunt) and Breckland Council (Councillors Sam Chapman and Robert Kybird) were received in support of the Project. No responses were received from the Councillors within the South Cambridgeshire District Council area.
- 8.6.4 Responses were received from West Suffolk Councils Infrastructure team strongly supporting the proposals. The Greater Cambridgeshire Planning (covering Cambridge City Council and the South Cambridgeshire District Council areas) responses strongly supported the Project. Cambridgeshire County Council and East Cambridgeshire District Council also provided a

combined response that was aligned with that of the Greater Cambridge Planning Service. These included comments from the Cambridgeshire County Council Transport Assessment Team. Whilst these stakeholders in general indicated support for the Project, they noted that detail was lacking regarding the proposed level crossing upgrades, the resulting barrier downtime increases and impacts in terms of traffic queuing at each of the proposed level crossing upgrades.

- 8.6.5 In response Network Rail have undertaken Traffic and Transport modelling for each of the seven no. level crossings. The scope, methodology and outcomes of the Traffic and Transport Modelling are summarised in Sections 5.3.2 to 5.3.11 above. In summary the traffic modelling showed that there would be limited impacts on the journey times and queue lengths at six of the seven no. level crossing works areas due to the increased barrier downtime that would result from the proposed upgrades. The findings of the documentation and assessments set out in Section 5.3.6 of this report were presented to both Highways Authorities over a number of meetings and with all documentation provided in full in June 2022 for comment.
- 8.6.6 RLW Estates Ltd provided a response strongly supporting the Project – there response is notable as they have been granted planning consent by South Cambridgeshire District Council for the relocation of the existing Waterbeach Station (planning ref: S/0791/18/FL) to support the development of proposed Waterbeach New Town (4,500 homes and associated commercial, retail and education floorspace adjacent to the relocated railway station).

Responses that Do Not Support/Strongly Do Not Support proposals to upgrade the signalling in the Cambridge area

- 8.6.7 Within the responses to ‘Do Not support’ it was notably that 9 of the 20 responses received related to the Milton Fen level crossing upgrade and 5 of the 20 responses related to the proposals at the Meldreth level crossing upgrade. Similarly, of the 53 ‘Strongly Do Not Support’ responses, 34 were in relation to the Milton Fen level crossing upgrade and 10 in relation to the Meldreth level crossing upgrade.
- 8.6.8 A number of responses that did not support the proposals cited the lack of information on any previous incidences of trespass or other problems at the level crossing. Information based on the findings of the ALCRM for each of the seven no. level crossing was made available on request and could be viewed via Network Rails Level Crossing Safety page on their website⁹. The

⁹ <https://www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/>

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Risk Assessments include an incident history at each level crossings including reporting of Near Misses and Level Crossing Misuse.

- 8.6.9 The outcomes of the ALCRM for each of the seven no. level crossings are shown in Appendix A. Options to reduce the risk at each were considered at a series of workshops with the Project design team and Network Rails Safety Review Panel. The options at each level crossing to address the risk were considered in terms of their cost and benefits – these are also set out in Appendix A. In summary all seven of the level crossings scored high in terms of risk on the ACLRM with the preferred renewal option at each being, either MCB-CCTV or MCB-OD.
- 8.6.10 Further analysis in relation to the levels of support for the Milton Fen level crossing upgrade noted that the proposed works and land take were considered to potentially preclude elements of the widely supported Milton Fen Country Park - Cambridge Sports Lake Trust scheme to the west of the existing level crossing. Outline planning permission was granted in 2006 for an earlier iteration of this proposed scheme (Planning Ref: S/0032/06/F) to develop a sports lake to the west of the Milton Fen level crossing. Network Rail understand from engagement with the promoter of this development (undertaken on the 21 March 2021) that they were seeking to submit a new planning application in late 2021 - no application to date has been submitted. The potential for the Scheme to preclude elements of the proposed sport lake development was noted as a reason for a reduced level of support for the upgrade works at Milton Fen level crossing as part of the responses.
- 8.6.11 Network Rail has engaged with the promoter of the sport lake development around the potential conflict of interest pertaining to land at Milton Fen level crossing. The proposed use of the area of land to the west of the existing level crossing at the time of the Public Consultation in March 2021 was to allow for safe and secure parking for Network Rail's staff and its contractors when accessing the existing and proposed infrastructure at Milton Fen. After feedback from the local community and engaging with representatives from the Cambridge Sports Lake Trust, the Project agreed to look at an alternative location within the level crossing vicinity maximising the use of Network Rails existing land ownership so as not to preclude the future development of the sports lake development. The Project has since relocated the proposed barrier equipment (REB) and reduced the requirements for access at the Milton Fen level crossing so as not to preclude the development of the sports lake development. The proposed land acquisition that forms part of the Order and reflected within the accompanying Book of Reference reflects this design amendment.

- 8.6.12 Further analysis in relation to the levels of support for the Meldreth level crossing upgrade noted that wider highways impacts due to increased barrier down times resulting from the proposed upgrade, resulted in a reduced level of support for the upgrade works at this level crossing. It was noted that the responses cited a large impact on the area after the upgrade of Shepreth Station level crossing which is located nearby. The issue of longer barrier down times and the potential wider highways impacts in the vicinity were notable as part of the wider responses within the 'Do Not Support' and 'Strongly Do Not Support' categories as part of this question.
- 8.6.13 The Project acknowledges that the available level crossing upgrade solutions will increase the amount of time that level crossing barriers are down. This additional time is because of the additional safety sequences inherent in the technology and checks that are required by the signaller to ensure that the level crossing is clear of obstruction before allowing a train to proceed. In response to the concerns on longer barrier down times and potential wider highways impacts, Network Rail undertook Traffic and Transport modelling for each of the seven no. level crossings. The scope, methodology and outcomes of the Traffic and Transport Modelling are summarised in Section 5.3 above. In summary the traffic modelling showed that there would be limited impacts on the journey times and queue lengths at six of the seven no. level crossing including Meldreth due to the increased barrier downtime that would result from the proposed upgrades. The findings of the documentation and assessments set out in 5.3.6 were provided to the wider public as part of the Information Round undertaken in July 2022. All documentation can be provided along with any application for express planning permission at the relevant works areas for further consultation in line with the requirements for applications under the TCPA 1990.

8.7 Responses to 'How do you feel about the safety improvements to the proposed level crossings'

8.7.1 In response to the question 'How do you feel about the safety improvements to the proposed level crossings?' Figure 2 shows the percentage make-up of the responses received.

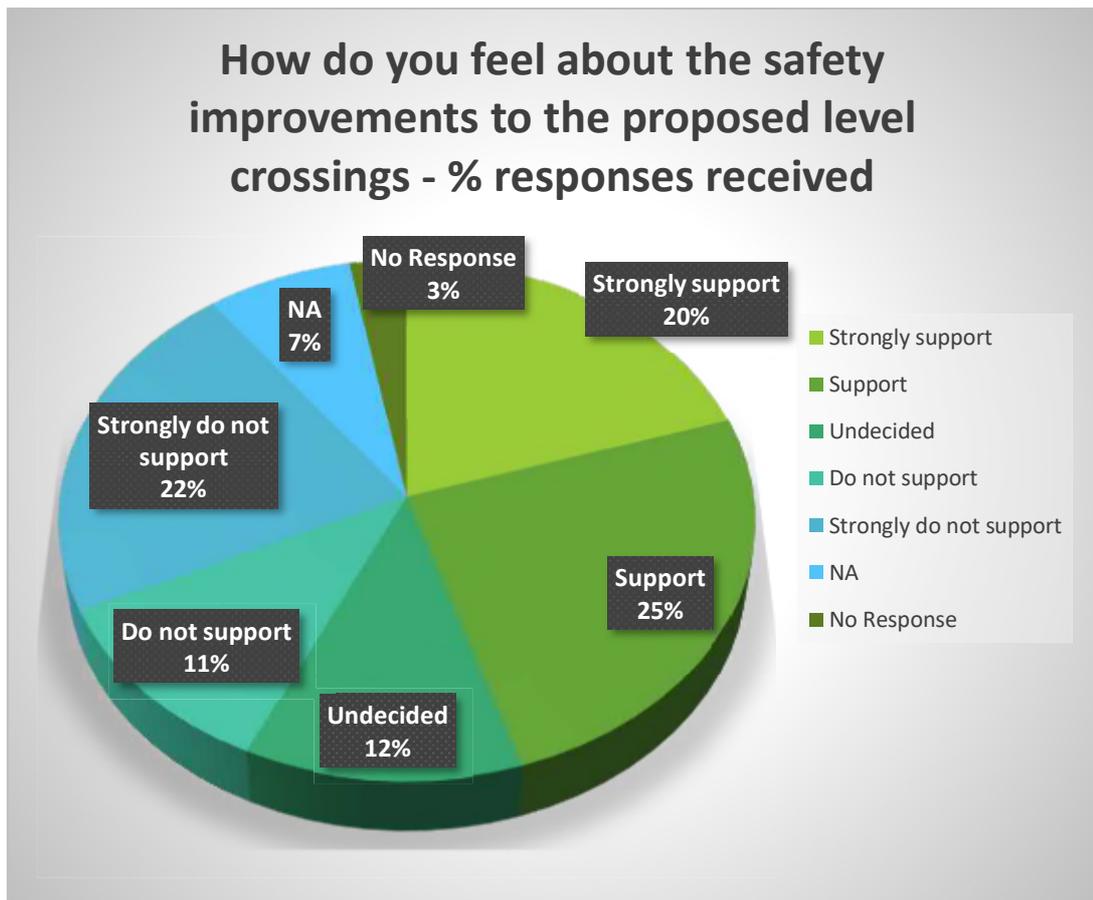


Figure 2 - How do you feel about the safety improvements to the proposed level crossings

Responses that Strongly Support/Support the Safety Improvements at the level crossings

8.7.2 A similar pattern of responses to the above 'How do you feel about our proposals to upgrade the signalling in the Cambridge area' were received to this question in terms of the stakeholders and their issues.

8.7.3 It can be seen that 45% of responses either supported or strongly supported the Safety Improvements at the level crossings.

8.7.4 3% of responses provided no response to this question with 12% being undecided.

Responses that Strongly Do not Support/Do not Support the Safety
Improvements at the level crossings

- 8.7.5 Similar to the responses to the first question, within the 33% of responses that did not support or strongly did not support the proposed level crossing upgrades, over 35% of the 'Do not Support' and 64% of Strongly Do Not Support' responses related to the Milton Fen and Meldreth level crossing proposals. It is notable that a high percentage of responses also related to the proposals at the Waterbeach level crossing. The responses concerned the increased barrier downtimes and related highways impacts. The Project responses to these issues raised are provided in Section 8.6.13.

8.8 Broad Themes highlighted as part of the Public Consultation

8.8.1 The wider broad themes highlighted as part of the public consultation are identified in Figure 3 below with number of related responses highlighted.

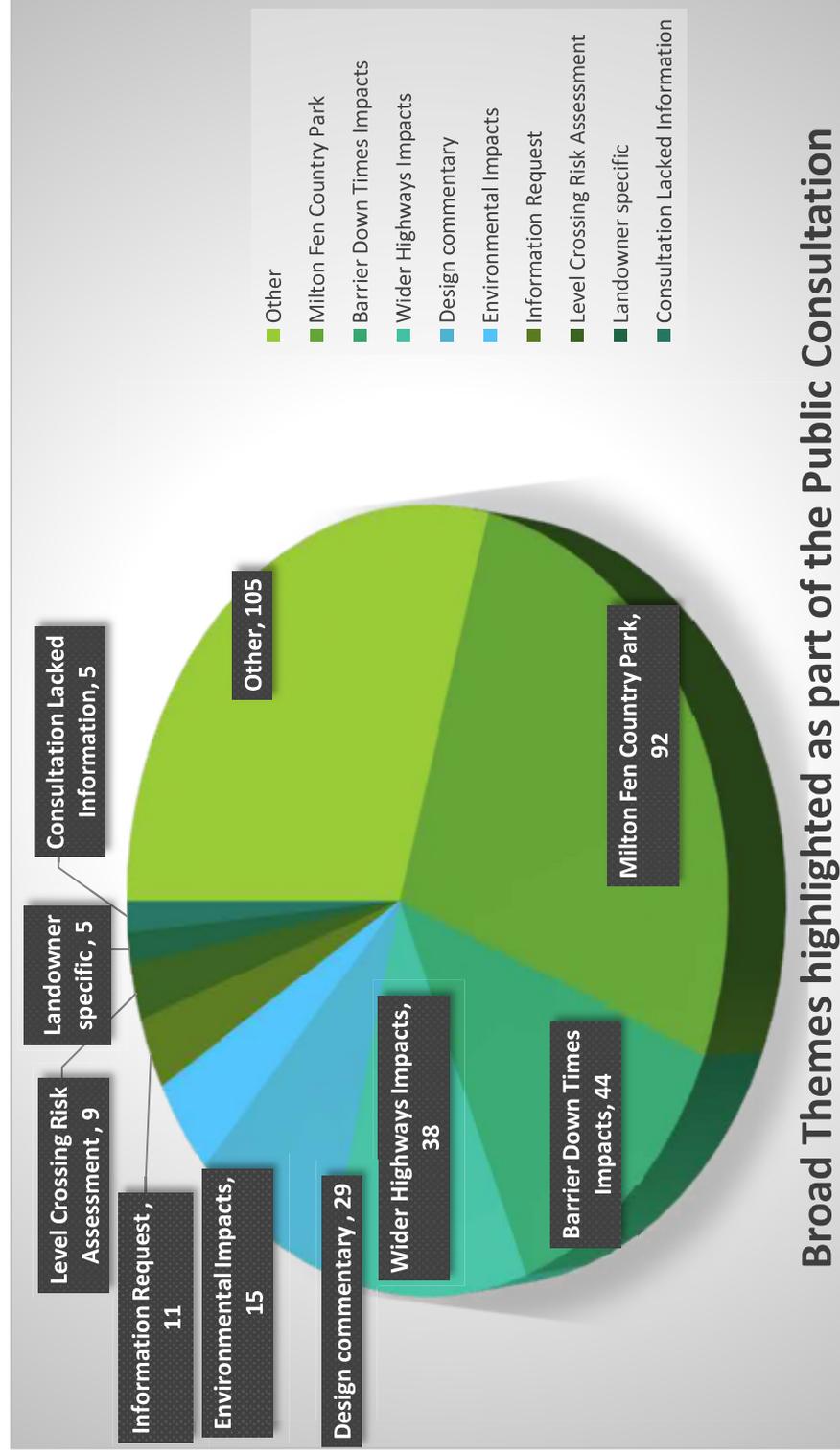


Figure 3 - Broad Themes highlighted as part of the Public Consultation

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8.8.2 The following broad themes were highlighted:

- Milton Fen Level Crossing – Milton Fen Country Park Sports Lake development;
- Barrier Down Times Impacts;
- Wider Highways Impacts - queuing and journey length;.
- Design Specific Commentary;
- Landowner Specific Commentary;
- Environmental Impacts;
- Specific Request for Further Information;
- Level Crossing Risk Assessment Information Request; and
- Consultation Lacked Information

8.8.3 These are addressed in turn below.

Milton Fen Level Crossing – Milton Fen Country Park Sports Lake development

8.8.4 As noted the Project has amended the design in the area to the west of the Milton Fen Level Crossing, moving upgraded barrier equipment (REB) and access to the eastern side of the railway on the opposite side from the proposed site for the sports lake development. The Project has met with the promoter of this development to discuss these issues. The land take included within the Order reflects this design amendment.

Barrier Down Times and Wider Highways Impacts

8.8.5 Delay and risk to road users was a common theme. Potential impacts of increased barrier down times notably at Meldreth Level Crossing and wider transfer of risk to highways through increased risk taking by road users seeking to avoid increased barrier downtime was a common theme.

8.8.6 The Project again acknowledges that the available level crossing upgrade solutions will increase the amount of time that level crossing barriers are down. This additional time is because of the additional safety sequences inherent in the technology and checks that are required by the signaller to ensure that the level crossing is clear of obstruction before allowing a train to proceed.

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- 8.8.7 In response Network Rail have undertaken Traffic and Transport modelling for each of the seven no. level crossings to identify these impacts. The scope, methodology and outcomes of the Traffic and Transport Modelling are summarised in Section 5.3 above. In summary the traffic modelling includes assumptions on future barrier downtimes to inform potential queuing lengths the wider impacts on journeys times in the vicinity of the level crossings.
- 8.8.8 The modelling has showed that there would be limited impacts on the journey times and queue lengths at six of the seven no. level crossing works areas due to the increased barrier downtime that would result from the proposed upgrades. Impacts at the Waterbeach level crossing were noted as part of the modelling. The findings of the documentation and assessments set out in Section 5.3.10 were presented to both Highways Authorities over a number of meetings and with all documentation provided in full in June 2022 for comment. The findings of the modelling have been made publicly available as part of the July 2022 Information Round (See Section 8.9 below).

Design Specific Commentary

- 8.8.9 Commentary on the physical upgrade of the level crossings to full barrier solutions included within consultation material and potential issues resulting from layouts were. These included specific commentary on the level crossings presented but also on the design of the wider scheme particularly in relation to passive provision and non-preclusion of other Network Rail and third party schemes such as East West Rail and the Ely Area Capacity Enhancements.
- 8.8.10 Support for the physical upgrade of the level crossings to full barrier solutions to enhance safety was a common theme from those responses that either supported or strongly supported the Scheme.
- 8.8.11 Commentary on the public consultation material and potential issues resulting from layouts shown, as well as impacts of increased barrier downtime on everyday users of the railway and highway were highlighted.
- 8.8.12 The design and layout issues most noted in responses related to the proposed Cambridge Sports Lake development located adjacent the Milton Fen level crossing which have been addressed above. Similar issues in relation to the potential preclusion of elements of this development were highlighted in a response from the Greater Cambridgeshire Partnership in relation to their proposed Waterbeach Greenway which it is proposed to link to the future sports lake development. As noted the design at the Milton Fen level crossing has been amended to not preclude the future Sports Lake development.

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- 8.8.13 The responses from Cambridgeshire County Council and Greater Cambridge Shared Planning highlighted the potential for design clashes between the proposed barrier upgrade at the existing Waterbeach level crossing and the Definitive (legal) line of Public Footpath 21 (Waterbeach) as shown on the Cambridgeshire's Definitive Right of Way map (and reflected in the accompanying statement), that runs along the eastern side of the railway at this location. The Project has engaged with the Asset Information Definitive Map Manager in Cambridgeshire County Council (Roger Payne) to discuss this issue. It was agreed that the proposed barrier upgrade would not impact users of Public Footpath 21 as the current on the ground route of this right of way was in fact rerouted approximately 5m to the south-east as far back as 2007 to segregate the public from a small maintenance area to the east of the railway line, with accompanying boundary fencing and highways signage provided. However, the 2007 re-routing was not formalised on the Definitive Right of Way map or in its accompanying statement. The Project has agreed to regularise the situation as it exists on the ground today outside of the Order process through an application under Section 119 of the Highways Act 1980.

Landowner Specific Commentary

- 8.8.14 Where landowners directly affected by the proposed land acquisition as part of the Order have made comments these have been consulted upon as part of the process set out in Section 6 above and in Appendix H. Network Rail's appointed Property Agents (Brown & Co.) have undertaken written correspondence, site meetings and private treaty negotiations in relation to each works area at the seven no. level crossings to address issues raised in terms of potential location of equipment, access and the related land acquisition as reflected in the Order.

Environmental Impacts

- 8.8.15 Responses to the March 2021 public consultation were received from Natural England and Historic England (the Environment Agency did not provide a direct response). The responses are set out in detail in Section 5.6.
- 8.8.16 Potential environmental impacts resulting from the increased barrier down times notably on public health and air quality impacts on residential and biodiversity receptors were raised by stakeholders such as Cambridgeshire County Council and East Cambridgeshire District Council. Further consideration of environmental impacts and their effects was provided as part of the EIA Screening process set out in Section 5.2.9 above.

Specific Request for Further Information, Consultation Lacked Information and Level Crossing Risk Assessment Information Request

- 8.8.17 Where it was considered as part of the responses that the Public Consultation lacked information, the Project Stakeholder Manager endeavoured to engage on a one to one basis through written correspondence and telephone communications to provide as much detail as possible. However it should be noted that the Public Consultation was undertaken based on preliminary design information to garner views from stakeholders. The final designs and accompanying assessment information was not readily available to respond in detail to all queries at the time. As noted since the Public Consultation in March 2021, Network Rail has undertaken Traffic Modelling that includes assumptions on the increased barrier downtimes that would result as part of the upgrades at the level crossings that was noted as information lacking at the time of the Public Consultation. Significant engagement with both Highways Authorities has been undertaken to establish the methodology and report on the findings of this modelling.
- 8.8.18 A number of responses that did not support the proposals cited the lack of information on any previous incidences of trespass or other problems at the level crossing. Information based on the findings of the ALCRM for each of the seven no. level crossing was made available on request and could be viewed via Network Rails Level Crossing Safety page on their website . The Risk Assessments include an incident history at each level crossings including reporting of Near Misses and Level Crossing Misuse.
- 8.8.19 A number of requests for information were related to level crossing that do not form part of the Scheme and so information where available was provided where potential changes are being assessed as part of other Network Rail Schemes in its Eastern area.

8.9 Information Round

- 8.9.1 In addition to direct responses provided to those that responded to the March 2021 Public Consultation, an Information Round to update the public on the Project was organised to coincide with the submission of the final Order on in August 2022.
- 8.9.2 The Information Round included an updated Leaflet with detail of the Project, a high level summary of the results of the Public Consultation, its broad identified themes and the Projects responses to these.
- 8.9.3 The Leaflet was distributed in the communities located in close proximity to the proposed level crossing upgrades in line with those consulted as part of

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- the March 2021 Public Consultation. A similar number of leaflets as was sent out as part of the promotion for the Public consultation have been sent out (10,000 approx.).
- 8.9.4 Details of the programme for the final Order submission and indicative decision timelines were provided with contact details provided where further information can be obtained.
- 8.9.5 The Order and the final set of accompanying documentation were also uploaded to the Project Website (networkrail.co.uk/cambridge-resignalling) with links. A press release was issued to coincide with the Order application to raise awareness of the submission and highlight where people can write to object to the proposals. We also raised awareness of the submission via Network Rail social media channels.
- 8.9.6 Copies of the Order and all supporting documentation have been made available for public inspection via the project website and also at the following public libraries covering both the Cambridgeshire and Norfolk County Council administrative areas:
- Cambridge Central Library, 7 Lion Yard, Cambridge CB2 3QD – documentation can be inspected between the hours of 09:30 and 18:00 on Mondays, Tuesdays, Thursdays and Fridays, 09:30 and 19:00 on Wednesdays, 10:00 and 18:00 on Saturdays and 12:00 and 16:00 on Sundays
 - Thetford Library, Raymond Street, Thetford, IP24 2EA – documentation can be inspected between the hours of 10:00 and 19:00 Monday to Friday and 10:00 and 16:00 on Saturdays and Sundays.
- 8.9.7 The documentation has been made available for public viewing for a period of 49 days with notice posted at each location on how the documentation can be viewed.
- 8.9.8 Newspaper notices have been published to coincide with the Order submission in the following newspapers:
- London Gazette;
 - Norwich Evening News;
 - Cambridge News; and
 - Cambridge Independent.
- 8.9.9 Notices related to the areas of land where powers are sought for permanent stopping of adopted highways as part of the Order will be erected on site at each of the relevant level crossings.

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- 8.9.10 Electronic copies of the Order and all accompanying documentation were served on all relevant local authorities, with details of the application and how to access all documentation sent to the relevant Parish Councils and all bodies that were written to as part of the Public consultation process.

9. CONCLUSION

9.1 The Order

- 9.1.1 The Order, if made, would authorise Network Rail to compulsorily acquire land and rights in land. It would also authorise Network Rail to take temporary possession in connection with the works required for the re-signalling of the Cambridge station interlocking area and the upgrade of the relevant level crossings including any other works and operations incidental or ancillary to such works.
- 9.1.2 The proposed upgrades will facilitate safety enhancements at each of the seven no. level crossing in line with the assessed levels of risk as set out the ACLRM assessments for each.

9.2 Consultation and Engagement Strategy for the Project

- 9.2.1 The Project developed a Consultation and Engagement Strategy as set out in Section 4 of this report to adhere to the statutory requirements from Rule 10(2)(d) of the TWAO Rules 2006 and has been implemented to ensure that the consultation and engagement process was inclusive and effective.
- 9.2.2 Noting the Project will be authorised through a number of consenting regimes outside of the Order (Permitted Development under the GPDO 2015, TCPA 1990, the Highways Act 1980 etc.) the Strategy was also developed to take these regimes into account, providing a holistic consultation and engagement seeking to improve the acceptability of the proposals to be authorised and thereby increasing the level of confidence that robust proposals for the Project have been developed.

9.3 Statutory Consultation as part of the Order

- 9.3.1 Rule 10(2)(d) of the TWAO Rules 2006 requires a report summarising all the consultations that have been undertaken, including confirmation that the applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables.
- 9.3.2 Appendix B and C of this report sets out the detailed requirements for consultation (compiled from Schedules 5 and 6 of the TWAO 2006 Rules respectively), including a justification where consultees listed in these schedules have not been consulted. Appendix D also provides similar detail of Amenity Groups that required consulting as set out in Annex 4 of the DfT Guidance 'A Guide to TWA Procedures'. Where engagement or consultation was not undertaken a justification for this has been included.

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- 9.3.3 Significant consultation has been undertaken with the relevant local authorities in relation to the Scheme with detailed responses received in general support of the Project and its aims.
- 9.3.4 Further engagement, particularly in relation to the major identified theme of the increased barrier downtimes and resulting impacts on the highways and local communities at the seven no. level crossings has been undertaken with both Cambridgeshire and Norfolk County Councils.
- 9.3.5 Statutory Bodies including Natural England, Historic England and the Environment Agency have been consulted both through the Public Consultation process as well as through the EIA non-statutory consultation process. Further consultation will be undertaken through the planning process (TCPA 1990) in relation authorisation for works as part of the level crossing upgrades.
- 9.3.6 A wide variety of other statutory consultees (statutory undertakers, Transport Focus, the ORR) have been engaged and consulted throughout Network Rails GRIP process with resulting inputs to the overall Project works.
- 9.3.7 Important groups including Parish Councils, Ward Councillors and the relevant local authorities (local planning authorities, highways authorities) have been consulted and engaged through project updates presentations and direct engagement related to their response to consultation
- 9.4 Statutory Consultation with directly affected landowners as part of the Order**
- 9.4.1 Engagement and consultation with those landowners or those with an interest in land directly affected by the Order has been undertaken throughout the GRIP, Public Consultation and Order pre-application processes by the Projects Property Agents, Land Referencing and Consents teams to seek private agreements outside of the Order where possible. This has included direct communication via written correspondence, meetings on site and telephone communication. This process will continue post submission of the final Order to seek where possible agreement via private treaty.
- 9.5 Public Consultation as part of the Order and wider consenting process**
- 9.5.1 A public consultation ran between 1st March and 11th April 2021. The purpose of the consultation was to raise awareness of the scheme, provide an opportunity for the local community to engage with Network Rail and outline how the project will be consented.

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9.5.2 244 responses were received in different formats as part of the Public consultation with the following major themes identified:

- **Longer barrier downtimes at the level crossing and resulting impact on the highways and local communities in the vicinity** – in response the Project has undertaken Traffic Modelling to assess potential impacts with the methodology agreed and presented to both relevant Highways Authorities; and
- **Future development of sports lake at Milton Fen Country Park** - Based on the high level of responses in relation to this future development the Project has undertaken discussions with the Cambridge Sports Lake Trust to adjust the land acquisition proposals at the proposed Milton Fen level crossing as set out in the Order so as not to preclude the future proposals.

9.6 Ongoing Consultation and Engagement

9.6.1 The Project will benefit the existing transport offer both at a local and regional level through the renewal of existing assets, improving reliability and performance with improved safety and will act as an enabler for future projects.

9.6.2 Network Rail is committed to ongoing consultation and engagement with interested parties after the application has been submitted to the Secretary of State for Transport. This will continue as the Order progresses through the procedures process and beyond to completion of the scheme.

9.6.3 Network Rail will continue to engage and work with landowners affected by the Scheme following submission of the Order. Affected parties will also have the opportunity to comment on the Order as part of the statutory consultation process.

9.6.4 Affected parties will also have the opportunity to comment on the proposals for the physical works at the seven no. level crossings as part of any applications under the TCPA 1990 as part of its related statutory public consultation process managed via the relevant LPA.

9.6.5 Network Rail will continue to work with the local authorities and other statutory and non-statutory stakeholders over the lifetime of the Project to make sure the Scheme can be introduced with the minimum of disruption to mitigate impacts located in the vicinity of the seven no. level crossing upgrades and wider Scheme.

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**APPENDIX A - PROTECTED LEVEL CROSSING RISK ASSESSMENT
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Level Crossing	Existing type	ACLRM Score		Options Considered
		Individual risk ¹⁰	Collective risk ¹¹	
Waterbeach	AHB	D	1	<p>Crossing closure (via diversions);</p> <p>Crossing closure with a pedestrian bridge only provided;</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided;</p> <p>Crossing closure via a bypass and bridging scheme to also close Bottisham Road and Burgess Drove crossings;</p> <p>Retain 'As-Is' as AHB type;</p> <p>Renew as ABCL;</p> <p>Renew as an automatic full barrier (AHB+);</p> <p>Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>

¹⁰ o Allocates individual risk into rankings A to M (A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)

¹¹ o Allocates collective risk into rankings 1 to 13 (1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines)

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Dimmocks Cote	AHB	C	1	<p>Crossing closure (via diversions);</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided (in-situ);</p> <p>Crossing closure with a full road bridge provided (off-line);</p> <p>Crossing closure with a pedestrian bridge only provided;</p> <p>Retain 'As-Is' as AHB type;</p> <p>Renew as ABCL;</p> <p>Renew as an automatic full barrier (AHB+);</p> <p>Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>
Milton Fen	AHB	C	2	<p>Crossing closure (via diversions);</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided (in-situ);</p> <p>Crossing closure with a full road bridge provided (off-line);</p> <p>Crossing closure with a pedestrian bridge only provided;</p>

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				<p>Retain 'As-Is' as AHB type; Renew as ABCL; Renew as an automatic full barrier (AHB+); Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>
Meldreth	AHB	D	2	<p>Crossing closure (via diversions); Crossing closure with a pedestrian bridge only provided; Crossing closure with an underpass for road vehicles and pedestrians; Crossing closure with a full road bridge provided; Crossing closure with a diversion to Barrington Road so that users can divert over Shepreth CCTV level crossing; Retain 'As-Is' as AHB type; Renew as ABCL; Renew as an automatic full barrier (AHB+); Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>

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Dullingham	MGH	H	6	<p>Crossing closure (via diversions);</p> <p>Crossing closure with a pedestrian bridge only provided;</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided and accessible bridge or underpass to retain pedestrian access at Dullingham station;</p> <p>Retain 'As-Is' as MGH type;</p> <p>Renew as ABCL;</p> <p>Renew as an automatic full barrier (AHB+);</p> <p>Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>
Six Mile Bottom	AHB	E	2	<p>Crossing closure (via diversions);</p> <p>Crossing closure with a pedestrian bridge only provided;</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided;</p> <p>Crossing closure with a full road bridge provided in a scheme also enabling closure of Brinkley Road AHB;</p> <p>Retain 'As-Is' as AHB type;</p>

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				<p>Renew as ABCL;</p> <p>Renew as an automatic full barrier (AHB+);</p> <p>Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>
Croxton	AHB	D	2	<p>Crossing closure (via diversions);</p> <p>Crossing closure with a pedestrian bridge only provided;</p> <p>Crossing closure with an underpass for road vehicles and pedestrians;</p> <p>Crossing closure with a full road bridge provided;</p> <p>Retain 'As-Is' as AHB type;</p> <p>Renew as ABCL;</p> <p>Renew as an automatic full barrier (AHB+);</p> <p>Upgrade to an MCB-CCTV or MCB-OD, which provide the highest level of protection as a level crossing.</p>

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APPENDIX B – CONSULTEES GARNERED FROM SCHEDULE 5 OF THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
1	Works affecting the foreshore below mean high water spring tides, tidal waters, or the bed of, or the subsoil beneath tidal waters.	The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked "for the attention of the Maritime and Coastguard Agency"); and, for works— (a) in or adjacent to Wales, the National Assembly for Wales; (b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and (c) in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'the foreshore' nor that would impact tidal waters.	Not applicable
2	Works affecting the banks or the bed of, or the subsoil beneath a river.	The Environment Agency and any relevant operator.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'a river'. The definition of River is taken to mean designated 'Main Rivers' - usually larger rivers and streams, designated as such, and shown on the Environment Agencies Main River Map and which they carry out maintenance, improvement or construction work to manage flood risk.	Not applicable

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
3	Works affecting the banks or the bed of, or the subsoil beneath an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	The British Waterways Board, the Inland Waterways Amenity Advisory Council, the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'an inland waterway'.	Not applicable
4	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'an inland waterway'.	Not applicable
5	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency and, for works— (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to a 'river' and will not obstruct the passage of fish.	Not applicable

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
6	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	The Environment Agency.	Not applicable	The Scheme does not include any request for powers for land, rights or works that involve tunnelling or excavation deeper than 3 metres below the surface of the land other than for piling or making soil tests.	Not applicable
7	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable	The Scheme will not affect an area under the control of a harbour authority.	Not applicable
8	Works affecting a site protected under the Protection of Wrecks Act 1973.	For works— (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) in or adjacent to Wales, the National Assembly for Wales.	Not applicable	The Scheme will not affect a site protected under the Protection of Wrecks Act 1973	Not applicable
9	Works affecting, or involving the stopping up or diversion of a street, or affecting a proposed highway.	The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.	Required	The relevant Highways Authority for each of the relevant areas of land take have been consulted. No land take within streets that are not maintainable at public expense are proposed.	The Order includes powers for the permanent stopping of areas of highway verge that form part of the adopted highway. Cambridgeshire County Council and Norfolk County Council have been consulted on these proposed powers and will be served with a copy of the application documentation. Works at Bury St Edmunds station within the Suffolk County Council administrative areas do not affect adopted highways, do not form part of the Order and so they have not been served with a copy of the Order. They were made aware of the Public Consultation with comments invited.

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
10	The stopping-up or diversion of a footpath, a bridleway or a cycle track.	Every affected Parish or Community Council the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers 'Association, the British Driving Society and the Cyclists' Touring Club	Not applicable	The Scheme may require the temporary diversion of footpaths in and around the proposed level crossing upgrades during the construction stage of the project. The Order however does not include powers to undertake these works. Temporary Traffic Regulation Orders (TTRO) for temporary Road, footpath, Public Rights of Way, Speed Limits or others will be applied for under the Road Traffic Regulation Act 1984 (as amended) outside of the Order when required.	Not applicable - The Order does not include powers to stop up or divert a footpath, a bridleway or a cycle track. However the relevant Parish Councils have been contacted prior to the March 2021 Public Consultation and invited to provide feedback. Further consultation will be undertaken as part of the TTRO process at each level crossing where required.
11	The construction of a transport system involving the placing of equipment in or over a street.	The relevant street authority	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. The Scheme may however require the placing of equipment in or over a street.	Not applicable - Cambridgeshire County Council and Norfolk County Council have been consulted in line with their capacity as the local authorities for the relevant works areas as per Rule 13 (1) of the Rules and item 9 of Schedule 5. Works at Bury St Edmunds station within the Suffolk County Council administrative areas do not affect adopted highways, do not form part of the Order and so they have not been served with a copy of the Order. They were made aware of the Public Consultation with comments invited.
12	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant Statutory Undertaker will be contacted. Potential stakeholders may be: Anglian Water National Grid UKPN	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.	Not applicable - However Anglia Water, National Grid and UKPN have all been contacted via written correspondence as part of the Public Consultation process. Ongoing engagement with UKPN is underway between in relation to the provision of power supply to the proposed level crossing upgrades.

Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
					<p>Ongoing engagement with the following statutory undertakers in relation to land and rights on or over land has also been undertaken through the Order process:</p> <p>Cadent Gas Limited Eastern Power Networks PLC British Telecommunications PLC EE Limited Virgin Media Limited GTC Trafficmaster Limited Sky Telecommunications Services Ltd Anglian Water Services Limited South Staffordshire Water PLC</p>
13	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority	Not applicable	The Scheme is not in an area of coal working.	Not applicable
14	Works affecting: i) A building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; ii) An ancient monument scheduled under the Ancient Monuments and	(i), (ii) and (iii). For works— (a) in or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Not applicable	The Scheme does not include any powers for land or works near a listed building, archaeological site nor Scheduled Ancient Monument. However some level crossing works areas are located in close proximity to the following Scheduled Ancient Monuments – see column 5	Not applicable - However, Historic England were consulted through the EIA Screening process (July 2021) and the wider Public Consultation in March 2021 – this was due to consideration of potential impacts of the level crossing work areas on Scheduled Monument as set out below and was undertaken as part of

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
	<p>Archaeological Areas Act 1979; or</p> <p>iii) Any archaeological site.</p>				<p>the EIA Screening process (July 2021):</p> <p>Waterbeach Level Crossing - Waterbeach Abbey Scheduled Monument 100m to the west and Car Dyke Scheduled Monument 400m further to the west</p> <p>Dimmocks Cote Level Crossing - Car Dyke Scheduled Monument 400m further to the west</p> <p>Meldreth Level Crossing - There are three Scheduled Monuments (Roman Site located approx. 1km NE, Halls Yard 500m east and Tyrells Hall moated sites 500m) SE of the Meldreth LC just outside the town of Shepreth.</p> <p>The Project will not have direct/indirect impacts on the above designated sites.</p>
15	<p>Works affecting:</p> <p>i) A conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or</p> <p>ii) An area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.</p>	<p>15. (i) and (ii). For works—</p> <p>(a) in England, the Historic Buildings and Monuments Commission for England; and</p> <p>(b) in Wales, the National Assembly for Wales.</p>	Not applicable	<p>The Scheme and its required land take as part of the Order are not located within any Conservation Areas or an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.</p>	Not applicable

Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
16	Works affecting a garden or other land of historic interest registered pursuant to section (a) in England, the Historic Buildings and Ancient Monuments Commission for England; and	For works— (a) in England, the Historic Buildings and Monuments Commission for England; and (b) in Wales, the National Assembly for Wales.	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. The Scheme and its required land take will not affect a garden or other land of historic interest registered pursuant to section (a) in England, the Historic Buildings and Ancient Monuments Commission for England; and Monuments Act 1953(a).	Not applicable
17	Works affecting: i) A site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981; ii) An area within 2 kilometres or a site of special scientific interest and of which notification has been given to the local planning authority; or iii) Land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under that Act.	(ii) and (iii). For works— (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. The Scheme and its land take will not take place within a site of special scientific interest (SSSI). However the following level crossing upgrades areas are located within 2km of a SSSI with contact made with Natural England as part of both the Public Consultation process for the Order and the EIA Screening non-statutory consultation process.	Not applicable - However, Natural England were consulted through the EIA Screening process (July 2021) and the wider Public Consultation in March 2021 – this was due to consideration of potential impacts of the level crossing work areas on the following SSSI: Meldreth level crossing is located just north (approx. 225m) of the L-moor, Shepreth SSSI with the railway line passing directly through the SSSI; Dimmocks Cote level crossing is located east (approx. 950m) of the Cam Washes SSSI with the Wicken Fen SSSI/SAC/Ramsar 3km to the SE; and Croxtan level crossing is surrounded to the north, east and west by the Bridgham & Brettenham Heaths

Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be Served with Copies	Justification	Consultee details and what consultation has been undertaken
18	Works affecting a National Park or an Area of Outstanding Natural Beauty (AONB)	For works— (a) in England, the Countryside Agency; and (b) in Wales, the Countryside Council for Wales.	Not applicable	The Scheme and its land take will not take place within or close to not affect a National Park or AONB.	SSSI, the Breakland SAC and SPA (at its closest 750m approx.) with the railway line passing directly through the SSSI, SAC and SPA. Further consultation in relation to scheme and any potential impacts on such sites has been undertaken through the EIA Screening process. Not applicable
19	Works which are either: i) Within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or ii) Within 800 metres of any royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable	The Scheme and its land take will not take place: i) Within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or ii) Within 800 metres of any royal park and which are likely to affect the amenity or security of that palace or park	Not applicable
20	Works which are within 250 metres of land which: i) is, or has been within 30 years immediately prior to the date of the application, used	the Environment Agency.	Not applicable	The Scheme and the level crossing works areas are not located within 250m of land used for the deposit of refuse or waste – the LPA has not raised this as an issue at any of the works areas either.	Not applicable

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	<p>for the deposit of refuse or waste; or</p> <p>ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.</p>				
21	<p>The carrying out of an operation requiring hazardous substance consent under the Planning (Hazardous Substances) Act 1990.</p>	<p>The hazardous substances authority as defined in that Act and the Health and Safety Executive.</p>	<p>Not applicable</p>	<p>The Scheme is a resignalling project and so does not involve the carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990</p>	<p>Not applicable</p>
22	<p>Works not in accordance with a development plan and which either:</p> <p>i) Involves the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or</p> <p>ii) Taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.</p>	<p>(i) and (ii). For works— (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.</p>	<p>Not applicable</p>	<p>Approx. temporary (2009m²) and permanent (1916m²) land take as part of the Order will total less 3925m² approx. – less than 20 hectares</p>	<p>Not applicable</p>
23	<p>Works which would affect the operation of any existing railway passenger or</p>	<p>The Rail Passengers' Council - See section 21 of the Railways Act 2005 (c. 14).</p>	<p>Not applicable</p>	<p>The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.</p>	<p>Not applicable - However, Transport Focus were written to as part of the Public Consultation process in March 2021 at the below address:</p>

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	<p>tramway services provided under statutory powers; or</p> <p>ii) The construction of a new railway for the provision of public transport, or of a new railway.</p>	<p>Transport Focus is the independent passenger watchdog, set up by the government under the Railway Act 2005 to represent the interests of Britain's rail passengers, bus and tram passengers in England (outside of London) and passengers on scheduled domestic coach services in England. It offers information and advice to passengers and will pursue complaints on behalf of passengers that train companies have failed to resolve.</p>			<p>Fleetbank House 2-6 Salisbury Square London EC4Y 8AE</p> <p>No formal response was received.</p>
24	<p>Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.</p>	<p>Her Majesty's Railway Inspectorate - Office of Rail and Road</p>	<p>Not applicable</p>	<p>The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.</p>	<p>Not applicable - The Office of Rail and Road were written to as part of the Public Consultation process in March 2021 with a detailed response received.</p> <p>A presentation was made to the Office of Rail and Road in relation to the level crossing upgrades in November 2021.</p> <p>Ongoing engagement with the ORR will take place in relation to any future Level Crossing Order amendments outside of the Order.</p>
25	<p>Works to construct new railways to which any regulatory provisions in the Railways Act 1993(c) would apply or provisions to amend existing powers in relation to railways subject to such regulation.</p>	<p>The Office of Rail Regulation.</p>	<p>Not applicable</p>	<p>The Scheme does not involve the construction of a new railway – it is a resignalling Scheme of an existing railway</p>	<p>Not applicable</p>

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26	The right for a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not applicable	Not applicable	Not applicable
27	Works affecting land in which there is a Crown interest	The appropriate authority for the land, within the meaning of section 25(3).	Not applicable	The Scheme does not involve land take where there is a Crown interest	Not applicable
28	Works to be carried out in Greater London	The Mayor of London	Not applicable	The Scheme does not require land take nor works within the Greater London area.	Not applicable

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APPENDIX C - CONSULTEES GARNERED FROM SCHEDULE 6 OF
THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS
PROCEDURE) (ENGLAND AND WALES) RULES 2006 - THOSE TO
BE SERVED WITH NOTICE OF APPLICATION

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be served with notice	Justification	Consultee Details and Consultation undertaken
1	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	For works— (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'the foreshore' nor that would impact tidal waters.	Not applicable
2	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and (b) in Wales, the Countryside Council for Wales.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to 'a river'. The definition of River is taken to mean designated 'Main Rivers' - usually larger rivers and streams, designated as such, and shown on the Environment Agencies Main River Map and which they carry out maintenance, improvement or construction work to manage flood risk.	Not applicable
3	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a) in England, English Nature; and (b) in Wales, the Countryside Council for Wales.	Not applicable	The Scheme does not include any request for powers for land, rights or works within or in close proximity to an inland waterway, canal or inland navigation.	Not applicable

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be served with notice	Justification	Consultee Details and Consultation undertaken
4	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(1).	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	Not applicable	The Scheme does not include works within an area controlled by a harbour authority	Not applicable
5	Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991(2).	The Environment Agency.	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works' and will not require the discharge liquid effluent or waste water to surface water or the ground.	Not applicable
6	Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; (ii) any other classified road.	For works— (a) in England, the Secretary of State for Transport (marked "for the attention of the Highways Agency"); and (b) in Wales, the National Assembly for Wales. (ii) The relevant highway authority.	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.	Not applicable - However the relevant Highways Authority for each of the relevant level crossings have been consulted as part of the wider scheme. Works at Bury St Edmunds station within the Suffolk County Council administrative areas do not affect adopted highways, do not form part of the Order and so they have not been served with a copy of the Order. They were made aware of the Public Consultation with comments invited.
7	The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.	Not applicable - However engagement with relevant landowners at each of the level crossings has been undertaken as part of the private treaty negotiations in relation to land as well as through the Public Consultation Events in March 2021

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be served with notice	Justification	Consultee Details and Consultation undertaken
8	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976.	The Theatres Trust.	Not applicable	The Scheme will not affect any land on which there is a theatre.	Not applicable
9	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Not applicable		Not applicable
10	The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981.	The Church Commissioners.	Not applicable	The Scheme does not include acquisition of ecclesiastical property.	Not applicable
11	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(5) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996(6).	Not applicable	The Scheme does not any land within Greater London or a metropolitan county. Cambridgeshire and Norfolk are Non-Metropolitan (Shire) counties.	Not applicable
12	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land.	Not applicable	All land outside of Network Rails existing land ownership required as part of the Scheme is included within the Book of Reference, with all affected owners/occupiers directly consulted.	Not applicable
13	Works or traffic management measures that would affect services provided by a universal service provider in	Every universal service provider affected.	Not applicable	The Scheme does not include authorisation for 'Works' and will not affect a universal service provider in connection with the provision of a universal postal service	Not applicable

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Item	Authority sought for	Those to be served with a copy of the application	Applicable to this Order – To be served with notice	Justification	Consultee Details and Consultation undertaken
	connection with the provision of a universal postal service and relating to the delivery or collection of letters.				
14	Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946(7) or under Part 2 of the Coal Industry Act 1994(8).	Not applicable	The Scheme will not take place in an area of coal working.	Not applicable
15	Works for which an environmental impact assessment is required.	For works— (a)in England, the Commission for Architecture and the Built Environment; and (b)in Wales, the Design Commission for Wales.	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'. No EIA is therefore required in relation to the Order in line with Rule 7 of the 2006 TWAO Rules. An EIA Screening Request has been submitted in relation to the applications for express planning permission outside of the Order where CABE are not a consultee. It is not considered that consultation with CABE in relation to the upgrade of level crossing equipment is commensurate with their role.	Not applicable
16	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965(9) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Not applicable	It is not considered that persons outside of the those named in the Book of Reference will be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965. This will be kept under review following the submission of the Order and the statutory objection period.	Not applicable

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APPENDIX D - AMENITY GROUPS - ANNEX 4 OF THE DEPARTMENT
FOR TRANSPORT'S (DFT) GUIDANCE 'A GUIDE TO TWA
PROCEDURES'

Item	Content of Application	Potential Consultee	Relevant to the Scheme
1	Works involving new or modified passenger transport services	Disabled Persons Transport Advisory Committee Any local consultative body representing recognised transport users' groups	Not applicable - Not considered relevant to the Scheme as it is a renewal project.
2	Works or other proposals relating to inland waterways	Association of Waterways Cruising Clubs Residential Boat Owners Association British Marine Industries Federation	Not applicable - Scheme does not relate to inland waterways
3	Works affecting land protected under section 6(1)(b) of the Green Belt (London and Home Counties) Act 1938	The London Green Belt Council Open Spaces Society Ramblers Association	Not applicable – The Order relates to land that is not located within London or the Home Counties. The areas of permanent land where power are being sought as part of the Order are considered minor and lie directly adjacent existing railway infrastructure. Where works may take place on Green Belt designated land at Hauxton, Milton Fen and Waterbeach they would be assessed as local transport infrastructure which can demonstrate a requirement for a Green Belt location in line with Item C of Para 150 of the NPPF (July 2021). A policy assessment will be provided in terms of harm to Green Belt as part of any application for planning permission at these sites if required.
4	Works affecting green field sites	Campaign to Protect Rural England Campaign for the Protection of Rural Wales Country Land and Business Association The relevant County Wildlife Trust Royal Society for the Protection of Birds Town and Country Planning Association	Not applicable – the majority of the Scheme will be undertaken within Network Rails Operational Boundary – the areas of permanent land being acquired as part of the Order and the subsequent works authorised outside of the Order are considered minor and lie directly adjacent existing railway infrastructure.
5	Works affecting commons, open spaces and allotments (as defined in section 19(4) of the Acquisition of Land Act 1981)	The relevant County Wildlife Trust Open Spaces Society Ramblers Association Royal Society for the Protection of Birds	Not applicable – the Scheme will not affect commons, open spaces or allotments
6	Works affecting or adjoining land belonging to the National Trust	The National Trust	Not applicable – the Scheme will not affect National Trust sites

Item	Content of Application	Potential Consultee	Relevant to the Scheme
7	Works affecting agricultural land	Country Land and Business Association National Farmers Union	Not applicable – the majority of the Scheme will be undertaken within Network Rails Operational Boundary – the areas of permanent land being acquired as part of the Order are considered minor (1916m ² of permanent land take) and lie directly adjacent existing railway infrastructure or highways with limited agricultural potential.
8	Works affecting the foreshore, river estuaries or river banks	The relevant County Wildlife Trust Royal Society for the Protection of Birds	Not applicable – the Scheme will not affect the foreshore, river estuaries or river banks
9	Works interfering with rights of navigation for sea-going vessels	British Marine Industries Federation Chamber of Shipping Royal Yachting Association	Not applicable
10	Works affecting conservation areas, listed buildings and scheduled monuments	Joint Committee of the National Amenity Societies	Historic England were consulted through the EIA Screening process (July 2021) and the wider Public Consultation in March 2021 – this was due to consideration of potential impacts of the level crossing work areas on Scheduled Monument as set out below and was undertaken as part of the EIA Screening process (July 2021):
11	Works affecting other nationally important buildings or monuments or sites of archaeological interest registered in County Sites & Monuments Records (SMRs)	In or adjacent to England, English Heritage In or adjacent to Wales, the National Assembly for Wales (Cadw) and the Royal Commission on Ancient and Historical Monuments in Wales	Waterbeach Level Crossing - Waterbeach Abbey Scheduled Monument 100m to the west and Car Dyke Scheduled Monument 400m further to the west Dimmocks Cote Level Crossing - Car Dyke Scheduled Monument 400m further to the west Meldreth Level Crossing - There are three Scheduled Monuments (Roman Site located approx. 1km NE, Halls Yard 500m east and Tyrells Hall moated sites 500m) SE of the Meldreth Level Crossing just outside the town of Shepreth.
12	Works affecting the townscape	Civic Trust Royal Town Planning Institute Commission for Architecture and the Built Environment In Wales, the Design Commission for Wales	Not applicable – the Scheme and the works areas where permanent land is being acquired under the Order are not located within sensitive townscapes (Conservation Areas etc.) and are generally located on the outskirts of small urban areas.
13	Railway Preservation Schemes	Heritage Railway Association	Not applicable – the Scheme does not require works to Listed Structures nor undesignated heritage assets
14	Tramway Projects	National Tramway Museum	Not Applicable

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Item	Content of Application	Potential Consultee	Relevant to the Scheme
15	Works affecting coastal waters	Marine Conservation Society National Federation of Fishermen's Organisations	Not Applicable

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**APPENDIX E - LOCAL AUTHORITIES AND PARISH COUNCILS
CONTACTED FEBRUARY 2021**

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Local Authorities and Parish Councils Contacted February 2021			
First Name	Surname	Council	E-mail Address
Sarah	Grove	South Cambridgeshire District Council	Sarah.Gove@scambs.gov.uk
Sally	Bonnett	East Cambridgeshire District Council	Sally.Bonnet@eastcambs.gov.uk
Toni	Hylton	East Cambridgeshire District Council	Toni.Hylton@eastcambs.gov.uk
Adrian	Stokes	East Cambridgeshire District Council	Adrian.Scaites-Stokes@eastcambs.gov.uk
Sharon	Piper	East Cambridgeshire District Council	Sharon.Piper@eastcambs.gov.uk
Fiona	Hunter	Breckland Council	fiona.hunter@breckland.gov.uk
Martin	Brooker	Cambridgeshire County Council	Martin.Brooker@cambridgeshire.gov.uk
Jack	Eagle	Cambridgeshire County Council	Jack.Eagle@cambridgeshire.gov.uk
Nicola	Burdon	Cambridgeshire County Council	Nicola.Burdon@cambridgeshire.gov.uk
Sonia	Hansen	Cambridgeshire County Council	Sonia.Hansen@cambridgeshire.gov.uk
Jonathan	Clarke	Cambridgeshire County Council	Jonathan.Clarke@cambridgeshire.gov.uk
Roger	Payne	Cambridgeshire County Council	Roger.Payne@cambridgeshire.gov.uk
Dennis	Vacher	Cambridgeshire County Council	Dennis.Vacher@cambridgeshire.gov.uk
Steve	Alexander	Cambridgeshire County Council	Steve.Alexander@cambridgeshire.gov.uk
Sarah	Widdows	Cambridgeshire County Council	Sarah.Widdows@cambridgeshire.gov.uk
Charlotte	Burton	Greater Cambridge Shared Planning team	Charlotte.Burton@greatercambridgeshireplanning.org
Julian	Sykes	Greater Cambridge Shared Planning team	Julian.Sykes@greatercambridgeshireplanning.org
Stuart	Morris	Greater Cambridge Shared Planning team	Stuart.Morris@greatercambridgeshireplanning.org
Sarah	Corder	Milton Village Parish Council	clerk@miltonvillage.org.uk

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Shelley	Mason	Waterbeach Parish Council	council@waterbeach.org.uk
Karen	Peck	Dullingham Parish Council	dullinghamparishclerk@dullingham.org.uk
Barbara	Isherwood	Shepreth Parish Council	parishclerk@sheprethparishcouncil.co.uk
Hayley	Livermore	Little Wilbraham Parish Council	ClerkLW@wilbrahams.co.uk
Rachel	Earl	Wicken Parish Council	wickenparishcouncil@eastcamb.gov.uk
Diana	Goucher	Croxton Parish Council	croxttonparish@gmail.com

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**APPENDIX F – EXAMPLE OF WRITTEN CORRESPONDANCE TO
LOCAL AUTHORITIES AND PARISH COUNCILS**



One Stratford Place
Montfichet Road
London E20 1EJ

Sarah Grove
South Cambridgeshire District Council
Sarah.Gove@scambs.gov.uk

19 February 2021

Dear Sarah,

The Network Rail Cambridge Resignalling, Relock & Recontrol – Transport and Works Act Order

Network Rail is developing plans to upgrade the signalling in the Cambridge area to improve reliability and performance of the current infrastructure. The Cambridge Resignalling, Relock & Recontrol (C3R) programme will improve the reliability of services, increase efficiency and improve safety whilst providing modern state of the art workstations to control the system within Cambridge Power Signal Box (PSB) at Cambridge Station.

It is proposed that the C3R programme will rely on Network Rail's Permitted Development Rights under the Town and Country Planning General Permitted Development Order (GPDO) 2015 (as amended) to provide deemed planning consent for all works within the railway boundary.

However, where we may need to acquire additional land outside of Network Rail's boundaries, we may need to seek land acquisition powers and powers to carry out works by making an application for a Transport and Works Act Order (TWAO) to the Secretary of State for Transport and/or apply for apply for full planning permission.

A community consultation event will take place from 1 March to the 11 April 2021 to raise awareness of the programme as a whole and begin to gather feedback from a wide range of audiences (including the local community, passengers and key stakeholders) to shape the development of the TWAO application proposals and also to:

- Explain why Network Rail needs to undertake the work;
- Explain the key benefits;
- Provide a high-level overview of what the proposals involve including likely impacts; and
- Identify any local community concerns/issues which may need to be addressed as part of the project.

Proposed Works

The following works within the existing railway boundary will be required as part of the programme:

- Upgrade of the signalling control equipment at Cambridge power signal box with state-of-the-art computer workstations to improve efficiency and operational capacity;
- Upgrade of the signalling safety interlocking equipment in the Cambridge area with a computer-based system for improved safety and reliability;
- Closure of the mechanical Signal boxes at Bury St Edmunds, Dullingham and Chippenham Junction and relocating control of signalling from these boxes to the enhanced facilities at Cambridge power signal box;
- Upgrade of telecommunications and power supplies to support the new signalling systems;
- Track renewal of Chippenham Junction to provide modern control and improved speed

The following works that may take place outside of the existing railway boundary will be required as part of the programme:



- The programme includes plans to upgrade seven level crossings in the area, to improve safety. These include upgrading the existing 'Automatic Half Barrier' level crossings to 'Obstacle Detection Full Barrier' level crossings at Croxton, Dimmocks Cote, Six Mile Bottom, Waterbeach, Milton Fen;
- The existing Half Barrier level crossing at Meldreth will be upgraded to a full barrier, Manually Controlled Barrier with Closed Circuit Television (MCB-CCTV) cameras mounted in close proximity to the level crossing. This will enable the signaller to manually control the level crossing from Cambridge power signal box.
- In addition, Dullingham level crossing which is currently a 'Manned Gated crossing' operated manually by the signaller at Dullingham signal box, will be upgraded to a full barrier crossing with Obstacle Detection Full Barrier level crossing.

None of the proposed upgrade works at the level crossings involve the closure of public highways or public/private rights of way on a permanent basis. Some temporary closures will be required to undertake the works, which will be communicated to the local community and agreed with the relevant highways authorities in advance. Upgrading the level crossings will increase 'barrier down time', which is the amount of time the crossing is shut to traffic pedestrians and other crossing users.

You can learn more by visiting our consultation website – www.networkrail.co.uk/cambridge-resignalling

We are writing to you at this stage because you are a key stakeholder and/or a statutory consultee under The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and we would like to receive your feedback on the programme and the community consultation event.

You can submit your views on the consultation by emailing your views to CambridgeC3R@networkrail.co.uk or contacting the hotline on 0800 160 1426. Your closing date for consultation is the 11 April 2021.

As a statutory consultee you will receive notification of any additional rounds of consultation and a formal notice of any Transport and Works Act Order application (if required) in due course.

If you have any further questions, I would be happy to receive them.

Your faithfully,

Aimi Blackmore

Stakeholder Manager - Capital Delivery – Eastern (Anglia)

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**APPENDIX G – COUNCILLORS CONTACTED PRIOR TO PUBLIC
CONSULTATION IN FEBRUARY 2021**

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Councillors Contacted February 2021		
Title	Surname	E-mail address
Councillor Hunt	Hunt	Bill.hunt@eastcambs.gov.uk
Councillor Stubbs	Stubbs	Lisa.Stubbs@eastcambs.gov.uk
Councillor Sharp	Sharp	Alan.Sharp@eastcambs.gov.uk
Councillor Starkey	Starkey	Amy.Starkey@eastcambs.gov.uk
Councillor McDonald	McDonald	Cllr.mcdonald@scambs.gov.uk
Councillor Rippeth	Rippeth	Cllr.Rippeth@scambs.gov.uk
Councillor Smith	Smith	Cllr.Smithhm@scambs.gov.uk
Councillor Bradnam	Bradnam	Cllr.Bradnam@scambs.gov.uk
Councillor Hales	Hales	Cllr.Hales@scambs.gov.uk
Councillor Williams	Williams	Cllr.Williamsjq@scambs.gov.uk
Councillor Daunton	Daunton	Cllr.Daunton@scambs.gov.uk
Councillor Cone	Cone	Graham.cone@councillor.online
Councillor Allen	Allen	Sam.chapman-allen@breckland.gov.uk
Councillor Kybird	Kybird	Robert.Kybird@breckland.gov.uk
Councillor Askew	Askew	Stephen.askew.cllr@norfolk.gov.uk

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**APPENDIX H – LANDOWNER CONSULTATION, FEEDBACK AND
CURRENT STATUS**

Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Meldreth	Mr TG Pepper and Mr WE Pepper	Mr TG Pepper	<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>9 March 2021 - Site Meeting undertaken with Mr Pepper attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents)</p>	<p>Early engagement with the landowners and their land agents was undertaken prior to March 2021 Public Consultation events.</p> <p>Attendance at site meeting to discuss Network Rail Infrastructure Limited requirements (installation of REB and maintenance parking) and boundary of the land to be acquired was undertaken. Project has amended the proposed land take following agreement with landowner to 'square off' area for future cultivation.</p> <p>Network Rails Property Agent has continued private treaty negotiations.</p>
Meldreth	Network Rail Infrastructure Limited (potential adverse possession claim by Mr A Parmee - owner of 55 Meldreth Road).	Network Rail Infrastructure Limited	<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>9 March 2021 - At a meeting onsite the Projects Property Agent introduced the project to Mr Parmee (the new owner of the Network Rail Infrastructure Limited's ownership of the strip of land in question).</p>	<p>Mr Parmee is seeking first registration of his property based on 1960's conveyancing plan (as the property has not previously been registered having not changed hands since the mid-1970's. Further discussions are ongoing in relation to this issue.</p> <p>Subsequent correspondence with Mr Parmee has been undertaken providing details of Network Rail Infrastructure Limited purchase of the land in question in the 1980's. Further discussions ongoing including discussions with the Land Registry. Awaiting outcome of land registration.</p>
Meldreth	Network Rail Infrastructure Limited	Eastern Power Networks		<p>Review of landownership undertaken of corner of the former station house adjacent level crossing.</p>
Meldreth	Network Rail Infrastructure Limited and unknown (Cambridge County Council - Highways)	Eastern Power Networks		<p>Land required for installation of wig-wag, UTX and potential lighting column that could impact Mr Parmee.</p> <p>Land is currently understood to owned by Network Rail Infrastructure Limited but there may have been land lost overtime to the adjacent residential property.</p>
Foxton/Hauxton REB	Mr RCF Fielden		<p>27 January 2021 - Initial letter sent prior to Public Consultation</p>	<p>View concluded that land was still within Network Rail Infrastructure Limited ownership and occupation</p> <p>Land required for access and construction of REB to the west of railway line.</p>
Foxton/Hauxton REB	Ms FC Bryant	Landowners and Newton Farms	<p>11 March 2021 - Site Meeting with landowners land agent attended by David Taylor (Network Rail Project Manager), Andrew Geiger (Network Rail Surveyor) & Simon Gilbey (Network Rails Property Agents)</p>	<p>Project has been undertaking local private agreements in parallel with Order pre-application.</p> <p>Originally entered into negotiations with Mr J Bryant and attended meeting on site at which Network Rail Infrastructure Limited requirements outlined. Subsequent circulation of terms of formal negotiation with alternative terms received back and incorporated prior to being recirculated. Further amendments and comments have since been received</p>
Foxton/Hauxton REB	Mr JD E Bryant			

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Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Long Road	Network Rail Infrastructure Limited	Cambridge County Council - Highways St Marys School and Homerton College, Antony Francis Pemberton Area of land is understood to be unregistered.	Site meeting held 7 December 2021 at which project advised methodology for installation of Principal Supply Point) PSP still under review - further details will be provided in due course. Project confirmed that power to the PSP would come from railside and not through cabling down access track.	<p>Seek to formalise ownership of unregistered land parcel on track area as part of Order.</p> <p>Ongoing discussion with both key parties in relation to the access track to their playing fields in association with the Cambridge South TWAO and in connection with the planned installation of a PSP on Network Rail Infrastructure Limited land adjacent existing railway line. Principal concerns remain impact of works on use of access track and pupil/student community user safety.</p> <p>Landowners to be kept informed of programme for construction.</p>
Six Mile Bottom	Mr & Mrs P Woodley and unknown	Landowners	27 January 2021 - Initial letter sent prior to Public Consultation 10 February 2021 - Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents) Subsequent discussions have been undertaken with the landowner in relation to the proposed configurations of their parking arrangements.	<p>Landowner has recently purchased and are currently undertaking a full refurbishment of their property with a limited secure rear garden. Originally no land required directly from them but brought into the requirements of the Project due to location of barrier machine narrowing the access the neighbour (Mr Gard). Objective to maintain current access width for Mr Gard means that his existing Right of Way will need to be extended across part of the front garden of their property, removing the potential for a second parking space.</p> <p>Project has been undertaking local private treaty negotiations in parallel with Order pre-application stage.</p> <p>The project has undertaken various reconfigurations of both the existing parking area and an alternative parking area on the other side of the property to overcome this issue but maintaining suitable access has proved difficult. Alternative discussions on seeking the surrender from Mr Gard of part of his existing Right of Way to enable provision of a second parking space adjacent to their property continuing. The Project currently awaits Mr Gard's response to this proposal. If accepted then it be necessary to formally negotiate terms.</p> <p>Following an engineering review the requirement on this land was reduced to the acquisition of a narrow strip of land adjacent the railway line and the alteration of his rights to have access to his parking area. It should be noted that although located on Network Rail Infrastructure Limited retained land (former station platform) an obstacle detection system may be constructed to the north of this property. Negotiations and assessment of the final location of these works and their positioning is being undertaken to mitigate potential visual and noise impacts.</p>

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Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
				<p>Meetings have been held on site with Mr Gard and his land agent over the preceding 12 months and the project currently await his comments back to the current proposals pertaining to Mr & Mrs Woodley's property. The concept of 'Shared Burden' has been discussed with his land agent.</p> <p>Updated terms of formal negotiation following site visit and discussion with landowner April 2022 have been submitted. Awaiting response.</p>
Six Mile Bottom	Mr E Gard	Isabel O'Reilly and Network Rail Infrastructure Limited	<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>2 March 2021 - Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents)</p> <p>Subsequent discussions have been undertaken with the landowner in relation to the proposed configurations of the parking arrangements on their neighbours land as well as the location of the level crossing upgrade barrier equipment on or near the landowners land.</p>	<p>Owner of the former station (residential conversion). Original proposals as set out in the March 2021 Public Consultation would have removed parking provision in this area. Further negotiations and design change has sought to address/mitigate this.</p>
Six Mile Bottom	Network Rail Infrastructure Limited and unknown	Network Rail Infrastructure Limited	Unregistered land - NRIL internal client	N/A

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Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Dullingham	Network Rail Infrastructure Limited, Abellio East Anglia Limited (Train Operating Company) and unknown	Network Rail Infrastructure Limited and Abellio East Anglia Limited (Train Operating Company)	NRIL internal client	<p>Ongoing discussions with Train Operating Company in relation to areas of hardstanding and scrub land adjacent to the railway line.</p> <p>Ongoing discussions in relation to layout of construction areas and works to Dullingham Station with potential to move all proposed power supply equipment to the Newmarket station area underway.</p>
Dullingham	Mr S Taylor	Network Rail Infrastructure Limited	<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>22 February 2021 - Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Ralls Property Agents)</p> <p>Further Site Meeting 3 August 2022</p>	<p>Early engagement regarding Network Rail Infrastructure Limited requirements including meetings on site. Temporary access permitted for surveys and following initial review requirement reduced to temporary access only.</p> <p>Ongoing discussions in relation to layout of construction areas and works to Dullingham Station notably in relation to the location of the proposed temporary car parking and construction compounds with potential to move all proposed power supply equipment to the Newmarket station area underway.</p>
Dullingham	Network Rail Infrastructure Limited and unknown	Network Rail Infrastructure Limited and Mr S Taylor		

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Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Dullingham	Mr Mingay		<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>22 February 2021 - Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents)</p> <p>Further Site Meeting 3 August 2022</p>	<p>Early engagement with Mr. Mingay regarding Network Rail Infrastructure Limited requirements including meeting on site. Temporary access was permitted for surveys. Updated plans (December 2021) were provided from those shown as part of the March 2021 Public Consultation - proposal to arrange meeting on site with landowner and CCC Highways to agree extent of ownership and highway verge prior to progressing negotiations for temporary and permanent land acquisition to build 2 no. sets of wig-wags and URX.</p> <p>Mr Mingay has also his own proposals for development on his land.</p> <p>Negotiations continuing based on potential updates to layout of the Dullingham level crossing works area.</p>
Dullingham	Network Rail Infrastructure Limited and unknown (potentially Cambridgeshire County Council)	Network Rail Infrastructure Limited and Abellio East Anglia Limited (Train Operating Company)	Unregistered land – site notice erected	<p>Discussions relating to area of land at entrance to existing station car park - 2 no. bollards to be installed on a small triangle of land directly at the entrance (Cambridgeshire County Council is understood to be the landowner) - this will narrow entrance to existing car park.</p> <p>Further engagement will be required to allow access to existing highways standard (potential raised kerb to be lowered - potential permanent Stopping Order required) - Station engagement with the ToC (DWR) also undertaken.</p>
Milton Fen	Trustees Mr RW Guy, Mr RD Oughton and Ms AJ Counsell	Trustees Mr RW Guy, Mr RD Oughton and Ms AJ Counsell	27 January 2021 - Initial letter sent prior to Public Consultation	<p>Small area of land required on a temporary basis to facilitate construction of new REB and creation of Network Rail Infrastructure Limited parking on retained land.</p> <p>Meeting held on site with land agent for Trustee's. Agent confirmed that there is a new agricultural tenant on the land but that they will deal with the tenant direct as the only the edge of the cultivated field is clipped by the requirement. Draft Licence Agreement prepared subject to final construction dates.</p>
Milton Fen	Network Rail Infrastructure Limited but under lease to Arch Co. under Project Condor (large leasehold of Network Rails arches) plus unknown	CDR Nomineco 1 Limited and CDR Nomineco 2 Limited	27 January 2021 - Initial letter sent prior to Public Consultation	<p>Project working with Network Rail portfolio manager (Siana Boyle) for Arch Co. properties. NR property liaising with Siana for the Buy-Back of this lease. No objections raised to Buy-Back of land adjacent to the rail for a double wig-wag.</p> <p>Compensation agreed to grant NR vacant possession (still subject to contract) - Break Notice to be served to Arch Co. for the required land. Siana also engaging with sub-tenant (shorthold residential). TWAO is unlikely to be obtained in time to facilitate works. Early acquisition has been pursued - Solicitors have been instructed with draft Licence Agreement under negotiations April 2022.</p>

Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Waterbeach	Unknown landowner	The Woodland Trust	Unregistered title – site notice erected	Area of existing car parking at Waterbeach Station Car Park
Waterbeach	Cambridge County Council - Highways and managed by Garr	Cambridge County Council and Highways managed by GWR	Initial engagement APCOA (car park management firm) and GWR for the lease of 20 parking bays at Waterbeach Station Car Park. Following no initial response, subsequent engagement with Cambridge County Council and GWR, initially produced response and proposals. Secondary correspondence and direct engagement with Cambridge County Council, successfully arranged an online meeting with all parties' present including the Chair Fen Line Association who expressed concern that the use of the car park for the required, would limit its public use.	Project has been undertaking local private agreements in parallel with Order pre-application. General terms were discussed and provisionally agreed. Draft terms of formal negotiation were subsequently prepared and circulated to Ben Foss (GfR Retail & Commercial Programme Manager) and to Campbell Ross-Bain at CCC. 7 December 2021 (Natalie Tinson from GWR) contacted to discuss the formal lease arrangements. Negotiations ongoing with solicitors instructed April 2022

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Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Dimmocks Cote	Mr J Harvey on behalf of Mr B J Shropshire		28 January 2021 – Initial letter sent prior to Public Consultation 4 March 2021 – Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents)	<p>The Project originally engaged for 18 month period (commencing 2020) with representatives of an alternative landowner (Shropshire's) and their tenants of the Fish and Duck Marina as well as Mr Harveys land. This land lies to the north of the highway. Original proposals refined but still unacceptable to the tenants due to perceived impact on their business and question as to why works required in their quadrant.</p> <p>Following Project review, proposed infrastructure relocated to land belonging to the alternative landowner (The Palmers as shown on previously used land parcels 800, 801, 802 and 804).</p> <p>Meeting held 7 December 2021 onsite to discuss requirements and revised plans currently being prepared seeking to rationalise and minimise permanent land requirement.</p> <p>Further design change in April 2022 optioned potential options for original landowner (Shropshire and Harvey) for access, provision of REB and parking to west of the railway line. Further surveys (topo) to confirm potential to accommodate this infrastructure. The Order now has removed much of the land take requirements leaving only land parcels 807 and 808 with all 'works' taking place within Network Rails land ownership.</p>
Croxton	The Right Honourable Patrick Vavasseur Fourth Baron Fisher of Kilverstone and Mr GJ Bowman	C. Hoare & Co	27 January 2021 - Initial letter sent prior to Public Consultation 25 February 2021 – Virtual meetings with landowner attended by Simon Gilbey (Network Rails Property Agents) and Steve Day (Network rail Property and Liabilities)	<p>Ongoing discussions have been undertaken by Network Rails Property Liabilities team in relation to the third party developer for a residential development in Thetford located outside of the Scheme area.</p> <p>Project has been undertaking local private agreements in parallel with Order pre-application.</p> <p>Successful negotiations relating to land for the Croxton Level Crossing works has been undertaken and agreed separately in exchange for the rights for the third party developer for a residential development in Thetford to develop a bridge over the railway line for the benefit of that scheme.</p> <p>Negotiations on-going as part of wider land issues.</p>
Meldreth, Six Mile Bottom, Dullingham, Milton Fen, Waterbeach and Dimmocks Cote Level Crossings	Cambridgeshire County Council	N/A	10 June 2021 - Initial letter sent Response received 28 July 2022	<p>The Order proposed the temporary and permanent stopping up of areas of highway verge that form part of the adopted highway within this local authority. These are related to the placing of the upgraded level crossing equipment and maintaining of sufficient access to certain works areas.</p> <p>Cambridgeshire County Council were contacted via e-mail on the 10 June 2022 with a map showing relevant areas to be either temporarily or permanently stopped up.</p> <p>A response was received confirming the proposed areas to be stopped up would not impact users of the adopted highway and the powers proposed as part of the Order were acceptable to Cambridgeshire County Council.</p>

**Network Rail (Cambridge Re-Signalling) Order
Consultation Report**

July 2022

Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
Croxtan Level Crossing	Norfolk County Council	N/A	21 July 2021 - Initial letter sent	<p>The Order proposed permanent stopping up of areas of highway verge that form part of the adopted highway within this local authority. These are related to the placing of the upgraded level crossing equipment and maintaining of sufficient access to certain works areas.</p> <p>Norfolk County Council were contacted via e-mail on the 21 July 2022 with a map showing relevant areas to be permanently stopped up. Awaiting response on this matter.</p>

**Network Rail (Cambridge Re-Signalling) Order
Consultation Report**

July 2022

**APPENDIX I – PUBLIC CONSULTATION MARCH 2021 –
CONSULTATION BOOKLET**

Cambridge Resignalling, Relock & Recontrol project Public Consultation



Consultation opens on 1st March 2021
and closes on 11th April 2021

Working for you

What is the Cambridge re-signalling project?

The Cambridge Re-signalling, Re-lock and Re-Control project (C3R for short) is a proposal to renew the signalling systems in and around the Cambridge area and deliver a modern signalling system to improve efficiency and reliability.

Why is the signalling system important?

Signalling systems are the brain and nervous system of a modern railway and are essential to the safe and efficient operation of train services.

Modern signalling systems utilise highly complex computer-based programmes to monitor and control the operation of the railway.

These systems control the signals to inform train drivers if they can proceed on their route and maintain safe distances between train services.

They also operate track switches and junctions (to allow trains to move from one track to another) and they also activate level crossing equipment to alert road users to approaching trains.

The systems are connected to a network of signal boxes and control centres where signallers monitor the safe and efficient operation of the railway and intervene when required or when necessary.



Why does the signalling around Cambridge need to be renewed?

The signalling systems around Cambridge were installed in the 1980s and are reaching the end of their expected operational life. With the demand to run more trains for freight as well as passengers, there is a need to modernise these signalling systems around Cambridge to improve the ability to operate the railway more efficiently and with more reliability for all rail users.

What do we need to do to renew the signalling systems?

The C3R proposals cover an area which includes 125 miles of track, from Meldreth and Elsenham to the south, through Cambridge, up to Ely to the north and Thurston to the east. There is also the Croxton level crossing to the east on the other cross country line to Norwich.

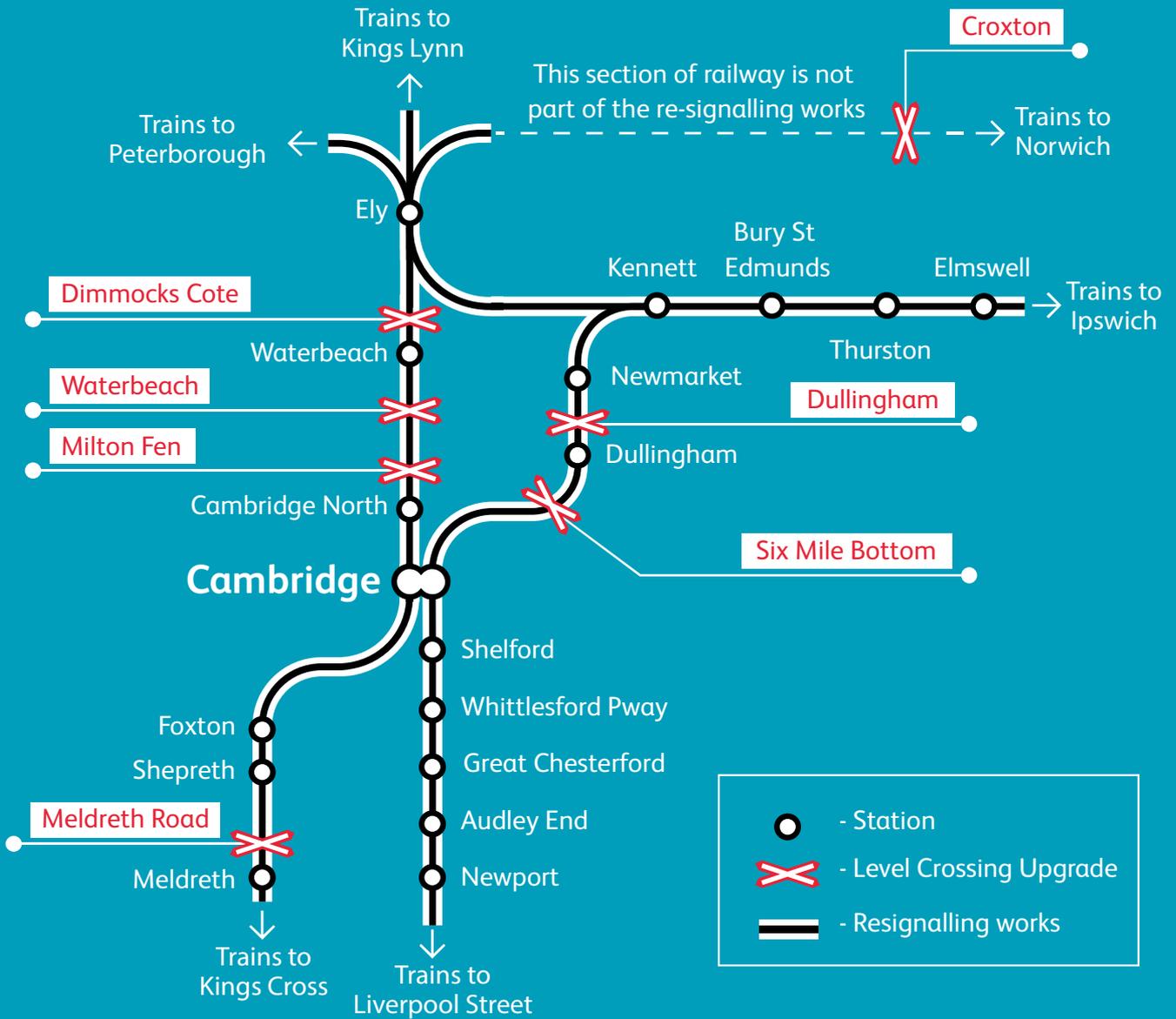
This booklet describes the works and improvements that we propose to carry out and which consist of:

- An upgrade of the signalling control equipment at Cambridge power signal box
- The upgrade of the signalling safety interlocking equipment with a computer-based system
- The closure of three signal boxes and relocating control of the signalling to Cambridge power signal box
- The upgrade of seven level crossings to full barrier
- The temporary and permanent land acquisition to complete the works

This booklet also describes how we intend to obtain the powers and consents we need to undertake and complete the project

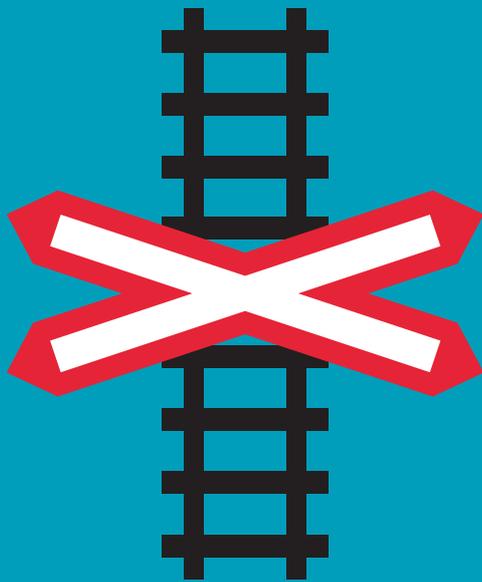


C3R Project Map



Level crossing upgrades

As part of the project, Network Rail is proposing to **upgrade seven level crossings** to full barrier operated crossings and to install obstacle detection (OD) or CCTV systems to increase safety for all crossing users.



These are:

- Dimmocks Cote (OD)
- Waterbeach (OD)
- Milton Fen (OD)
- Meldreth Road (CCTV)
- Six Mile Bottom (OD)
- Croxton (OD)
- Dullingham (OD)

Level crossings pose the greatest risk to safety because of the interface between road users and the railway which increases as the railway gets busier.

Upgrading the level crossings will make sure that the risk is managed and safety is enhanced for both rail and road users.

Upgrading these crossings to full barriers will also mean that the barriers will be down for longer periods which is likely to increase the waiting time for road users except for Dullingham, where the amount of time the crossing is closed is expected to stay the same.

To facilitate these works, Network Rail will need to acquire additional land. We are engaging with landowners affected by our proposals directly.

Why is Network Rail consulting on these proposals?

This consultation is being undertaken so that the local communities can help inform our proposals before we apply for authorisation.

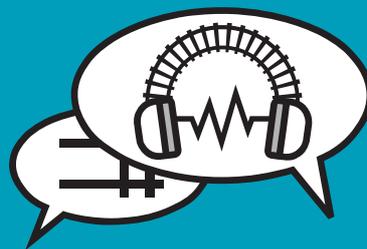
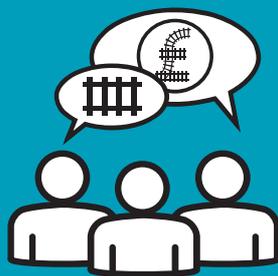
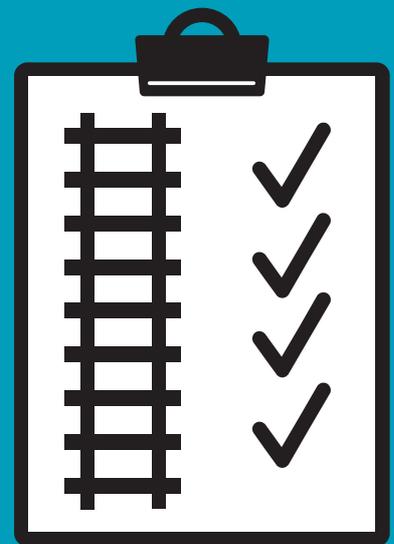
As part of the design process, Network Rail has identified locations where there is a requirement to acquire land both on a temporary and permanent basis.

The majority of the land requirements are in the immediate vicinity of the level crossings to be upgraded to allow for the proposed installation of new equipment associated with the new signalling systems.

We also need to provide temporary site compounds (including offices and welfare) for the future contractor to deliver the work.

Network Rail are already engaging with the landowners directly affected and this public consultation is being conducted to provide an opportunity for a wider audience to have their say on these proposals.

To view the land plans, and request copies, please visit our consultation hub or contact us directly.



Authorisation

The majority of the work to renew the signalling systems will take place on railway land which will rely on deemed planning permission provided by Permitted Development Rights to undertake the works.

However, we will need to apply for authorisation to acquire the additional land through a **Transport and Works Act Order (TWAO)** to the Secretary of State for Transport in Autumn/Winter 2021.

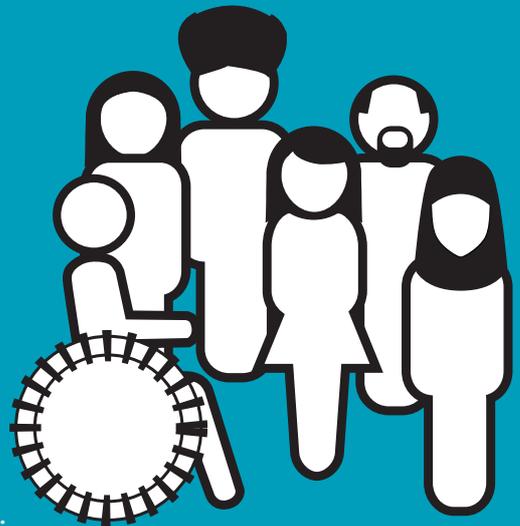
The TWAO process will provide further opportunities for comment and engagement.

Managing the impacts of our work

The Cambridge re-signalling project is in the design stage and the work being undertaken now will help inform what we will need to do to improve the railway and how we will undertake the works and manage the impacts.

We are committed to working with local communities, local stakeholders and statutory bodies to better understand the areas we are likely to be working in.

Network Rail takes its responsibility to the environment very seriously and will ensure that the correct assessments are undertaken to mitigate any impacts the scheme may have.



How to have your say

We want your feedback to help us develop our proposals which will inform our designs before we proceed with authorisation. You can submit your feedback by completing the online survey found on the project website:



www.networkrail.co.uk/cambridge-resignalling



Or email your views to:

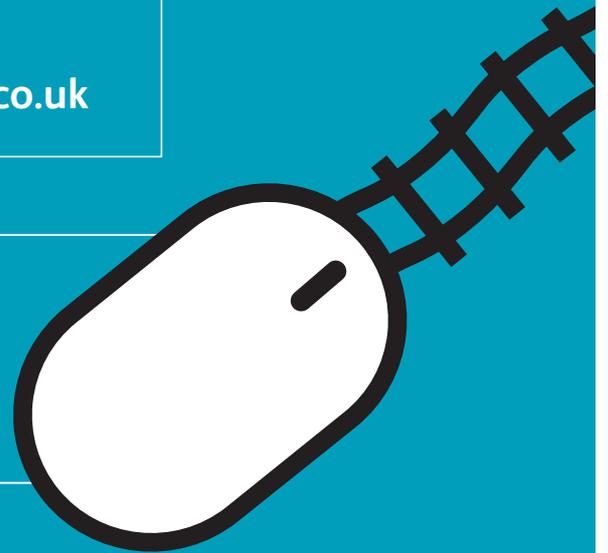
CambridgeC3R@networkrail.co.uk



Please follow us on Twitter

@networkrailANG

#CambridgeC3R



Consultation Hotline



The hotline number is

0800 160 1426

and will run from 1-15th March

Times:

Monday, Tuesday and Thursday: 2pm – 5pm

Wednesday: 5pm – 8pm

Saturday: 10am – 1pm

Fill out the form below, fold in half and glue together. Send back to us (no stamp required).

- 1) How do you feel about our proposals to upgrade the signalling in the Cambridge area?
 Strongly support Support Undecided Do not support Strongly do not support
 No response

Please give a reason for your choice

- 2) How do you feel about the safety improvements to the proposed level crossings?
 Strongly support Support Undecided Do not support Strongly do not support
 No response

Please give a reason for your choice

3) Do you have any other comments you wish to make about the C3R proposals?

Your details

Name (to communicate with you):

Postcode (to identify concerns/opportunities by location):

Email address (to contact you if you have raised a concern):

You can find further details of how Network Rail holds and uses personal data at www.networkrail.co.uk/privacy-notice/

Would you like to be added to our mailing list? Yes No

Are you happy for Network Rail to contact you via email to find out more about your views? Yes No

Privacy notice

The information will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. The information you provide will be used to help the decision-making in this scheme.

We may share your feedback with our consultants but not your personal data. We may publish your response but not your personal details. We will not sell your personal details or pass them to any other organisation.

If you have consented to be added to our mailing list, we will send you updates and progress about the project. You retain the right to opt out of the mailing list at all times.

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Network Rail Ltd
167 - 169 Westbourne Terrace
LONDON
W2 6JX

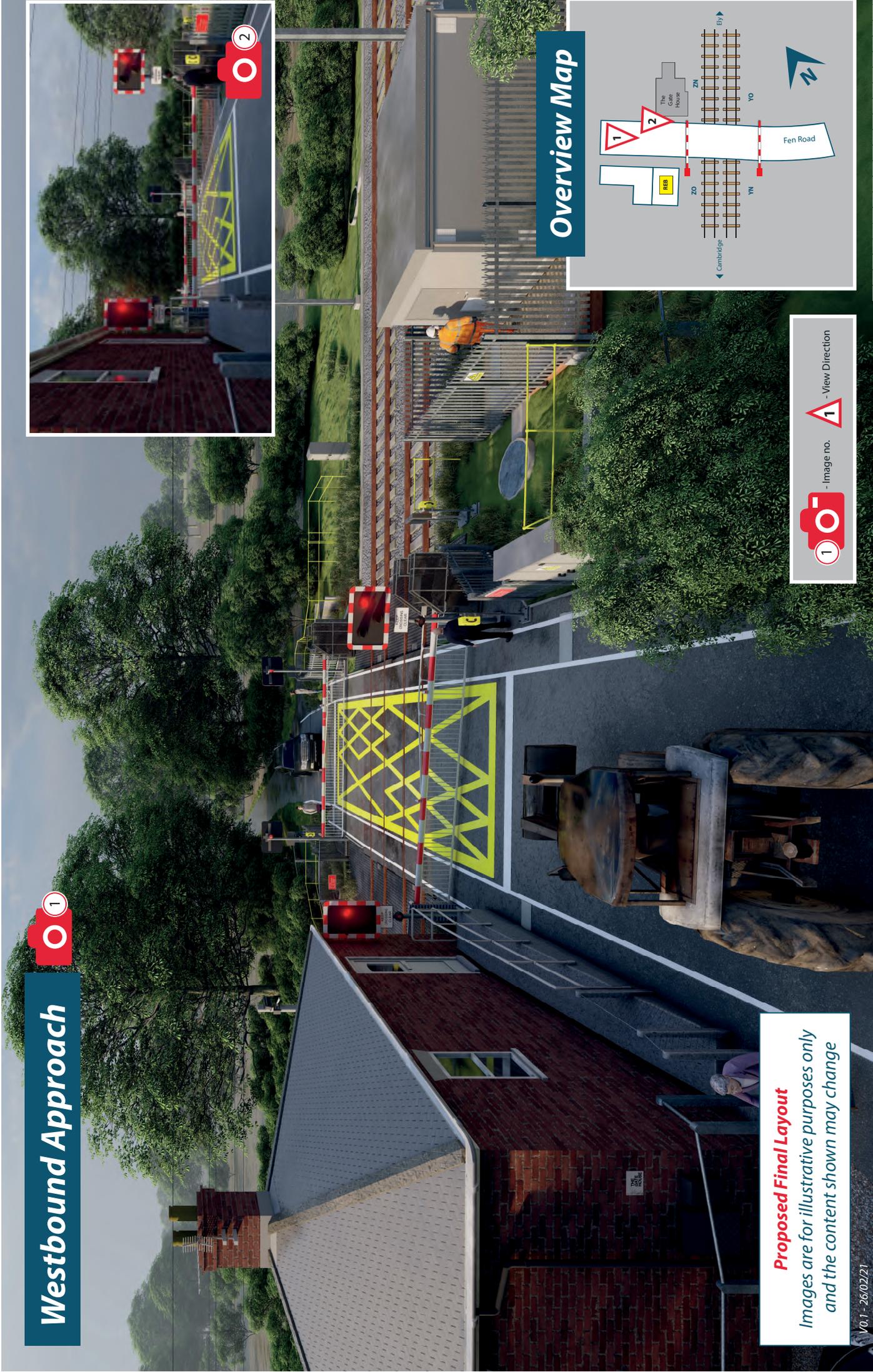
**Network Rail (Cambridge Re-Signalling) Order
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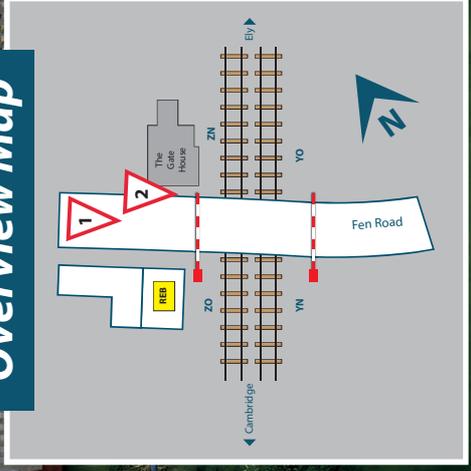
**APPENDIX J – SAMPLE CONSULTATION MATERIAL FOR LEVEL
CROSSINGS**

C3R Project - Milton Fen Level Crossing Upgrade

Westbound Approach



Overview Map



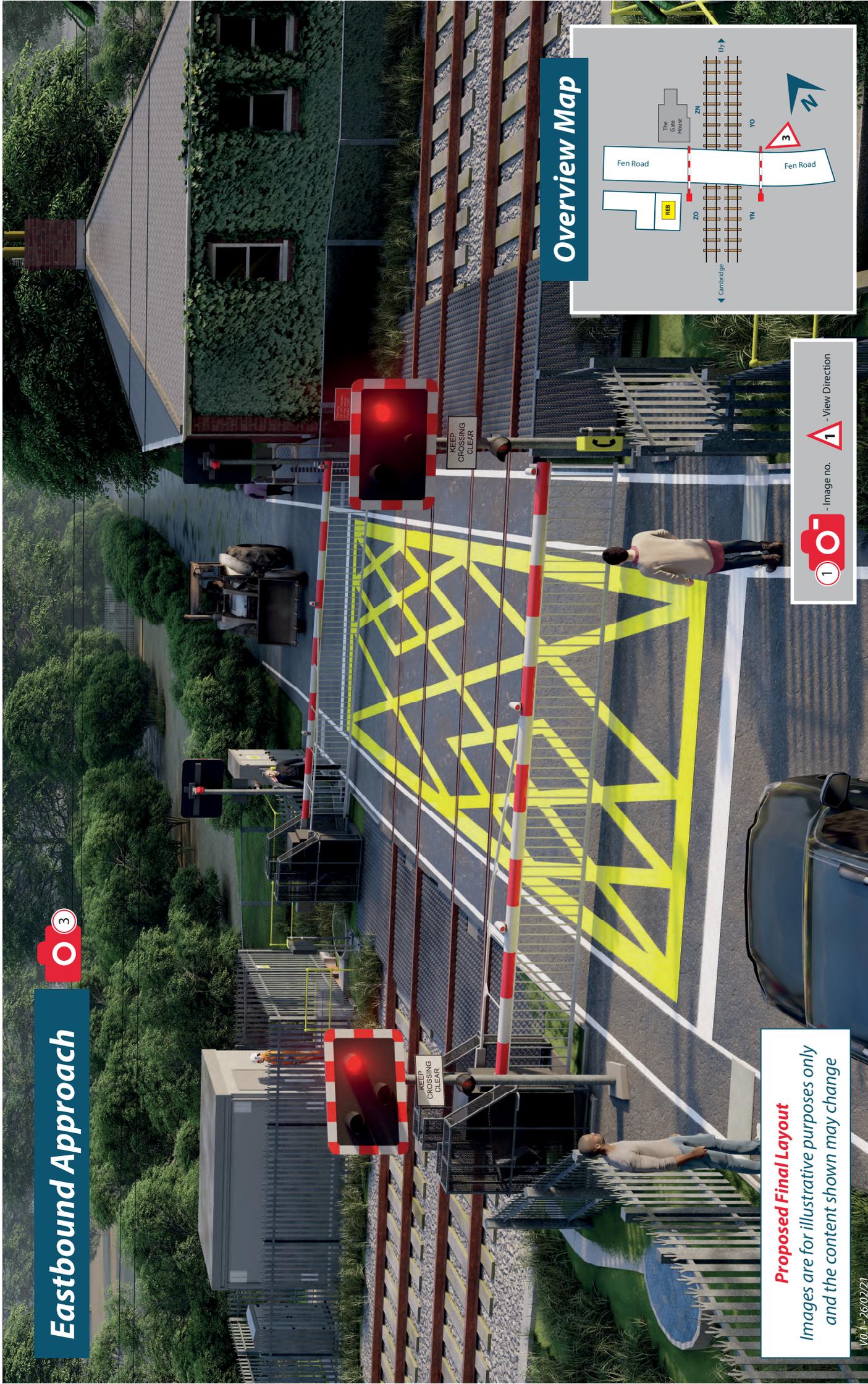
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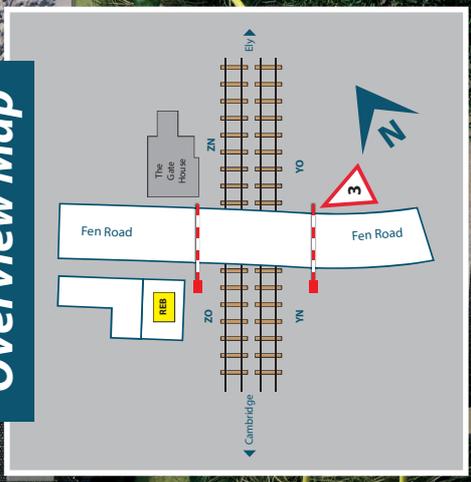
Proposed Final Layout
 Images are for illustrative purposes only
 and the content shown may change

C3R Project - Milton Fen Level Crossing Upgrade

Eastbound Approach



Overview Map



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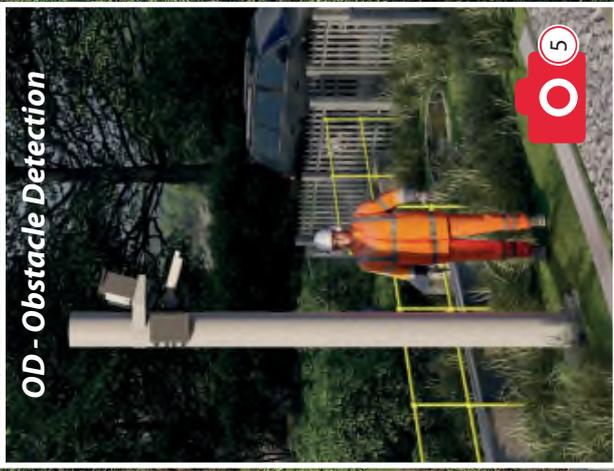
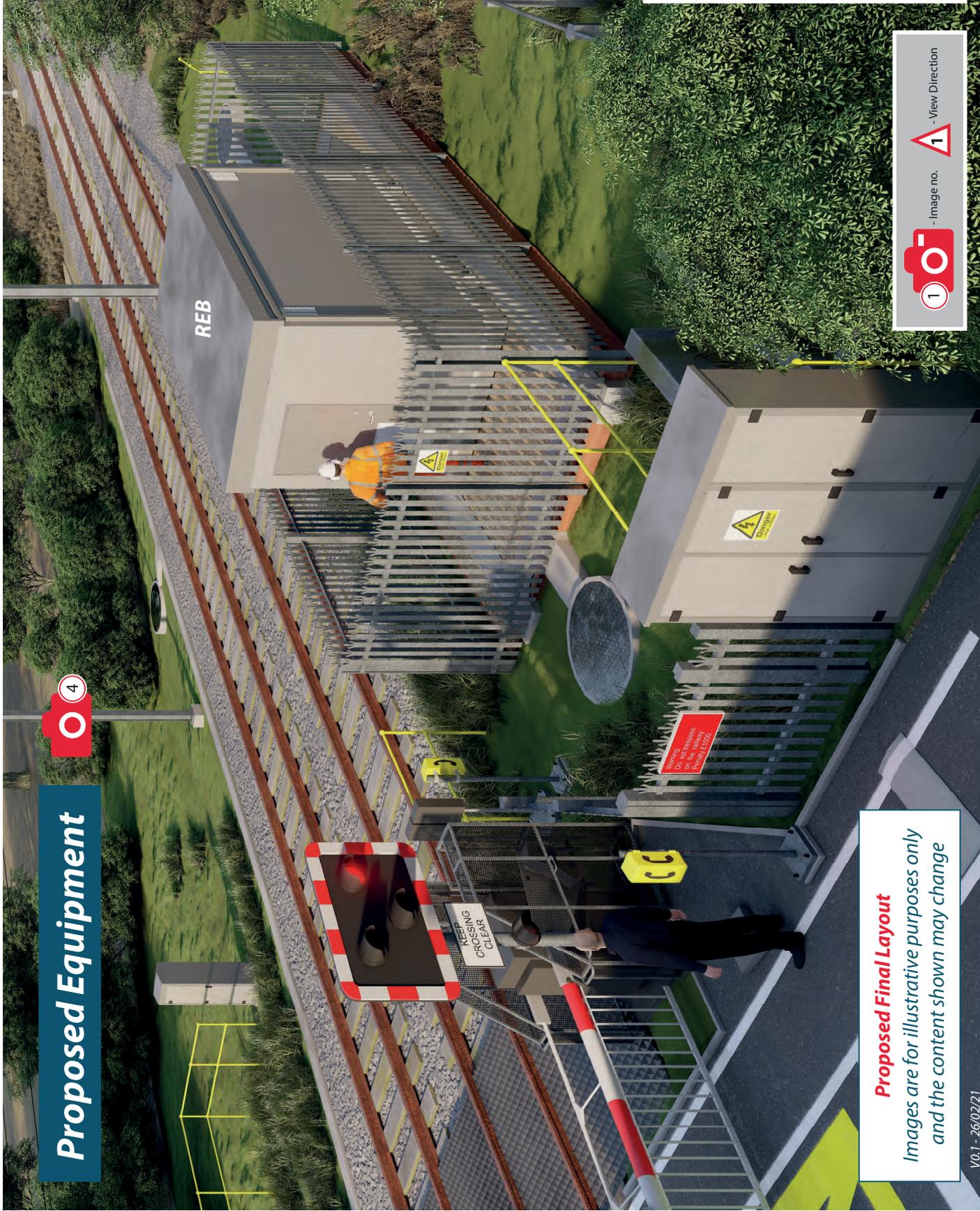


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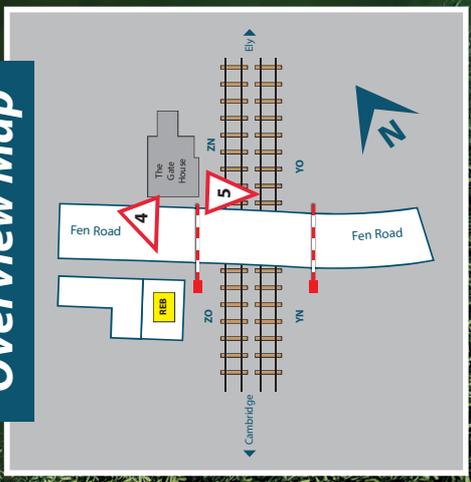
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C3R Project - Milton Fen Level Crossing Upgrade

Proposed Equipment



Overview Map



- Image no. 1



- View Direction

Proposed Final Layout
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C3R Project - Milton Fen Level Crossing Upgrade

Land Requirements - Affected Areas



Permanent Access

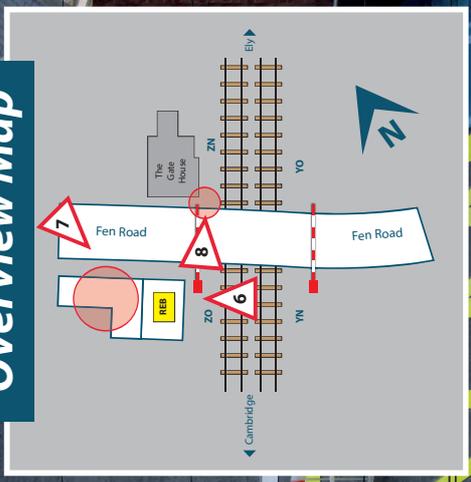
Proposed Purchase

Permanent Access

Proposed Purchase



Overview Map



- Permanent Access
- Proposed Purchase

Proposed Final Layout
 Images are for illustrative purposes only
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- 1 - Image no.
- 1 - View Direction