

Volodina, Tatiana

From: Maurice Prove [REDACTED]
Sent: 26 September 2022 15:16
To: TRANSPORTINFRASTRUCTURE
Subject: RE: FILED: RE: C3R Cambridge Re-signalling project

Good afternoon

I have just received your Cambridge resignalling relock and recontrol project leaflet.

Can you please explain – on the table " Impact to level crossings"

Is this chart a desktop analysis or based on real life data.

Can you also explain what the headings Queue length means

Also Journey time and average delay.

I get the feeling that this may relate to distances and times over and above existing .

Thanks

Maurice Prove

Sent from [Mail](#) for Windows

From: [TRANSPORTINFRASTRUCTURE](#)
Sent: 22 September 2022 11:17
To: [REDACTED]
Subject: RE: FILED: RE: C3R Cambridge Re-signalling project

Dear Sir,

Please see attached letter acknowledging your objection to the above scheme.

Kind regards
Shenaz Choudhary

**Ms Shenaz Choudhary | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport
1/14 | 07971 146036 |**

From: Maurice Prove [REDACTED]
Sent: 15 September 2022 10:52
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: FILED: RE: C3R Cambridge Re-signalling project

Postal Address

[REDACTED]

Sent from [Mail](#) for Windows

From: [TRANSPORTINFRASTRUCTURE](#)
Sent: 15 September 2022 10:48
To: [REDACTED]
Subject: RE: C3R Cambridge Re-signalling project

Dear Sir,

Thank you for your email citing your objection to the above scheme. In order to register your objection, we require a postal address?

Kind regards
Shenaz Choudhary

Ms Shenaz Choudhary | Planning Casework Officer, Transport Infrastructure Planning Unit, Department for Transport 1/14 | 07971 146036 |

From: Maurice Prove [REDACTED] >
Sent: 01 September 2022 13:43
To: TRANSPORTINFRASTRUCTURE <TRANSPORTINFRASTRUCTURE@dft.gov.uk>
Subject: C3R Cambridge Re-signalling project

Good afternoon

Over a year ago I responded to a Network Rail C3R consultation about proposed changes "upgrades" to Shepreth / Meldreth Level Crossing.

I had no feed back to my objection to these changes and assumed no further action would be taken.

It now appears that Network Rail is proposing to go ahead with this supposed upgrade although a formal objection period is still in effect.

Why bother with these formalities if input from the public is totally ignored.

Again I wish to object to these upgrades for the following reasons:-

Excessive traffic delays already occur at Foxton (A10)and Shepreth stations indeed I frequently see **emergency service vehicles waiting 10 -15 minutes pending trains passing.** I have a photograph of an **ambulance with blue flashing lights waiting at the Foxton crossing, just imagine being the patient.**

A full barrier at the Meldreth Road (Shepreth) crossing would compound traffic flow further.

Traffic held up at crossing for a long duration encourages speeding through villages as drivers endeavour to make up for lost time of up to 15 minutes.

Any benefit in this proposal is totally one sided in that rail costs are reduced at the expense of the road user.

I find it hard to believe that in this age of "SMART" electronics three crossing gates have to be closed for up to 15 minutes to let three trains cross roads.

Its time to think about these matters now before it too late.

Maurice Prove

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