

APP - W1 - 2 – APPENDICES TO PROOF OF EVIDENCE

**The Network Rail (Cambridge Re-Signalling) Order**

*Appendices to Proof of Evidence*

**CONTENTS**

EH1 – Section 8 of the Railways Act 1993

EH2 – Statement of Case

EH3 – Consultation Report

EH4 – Funding Statement

**EH1**



## Railways Act 1993 c. 43

### s. 8 Licences.



Law In Force

Version 6 of 6

16 October 2015 - Present

#### Subjects

Licensing; Transport

#### Keywords

Licences; Ministers' powers and duties; Notice; Office of Rail Regulation; Powers rights and duties; Railways

#### 8.— Licences.

(1) Subject to the following provisions of this section—

(a) the Secretary of State after consultation with [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> [...] <sup>3</sup> , or

(b) [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> with the consent [ , or in accordance with a general authority, of the Secretary of State [...] <sup>3</sup> , ]<sup>4</sup>

may grant to any person a licence authorising the person to be the operator of such railway assets, or of railway assets of such a class or description, as may be specified in the licence.

(2) Any general authority given to [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> under subsection (1)(b) above [;]<sup>5</sup> [...] <sup>6</sup>

(b) may include a requirement for [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> either to consult the Secretary of State, or a requirement to obtain [its]<sup>1</sup> approval before granting a licence;

but a failure to comply with such a requirement shall not affect the validity of the licence.]<sup>5</sup>

(3) Any application for a licence—

(a) shall be made in the prescribed manner;

(b) shall be accompanied by such fee (if any) as may be prescribed in the case of a licence of the description in question; and

(c) shall, if the Secretary of State so requires, be published by the applicant in the prescribed manner and within such period as may be notified to the applicant by the Secretary of State;

and, on any such application, the Secretary of State or, as the case may be, [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> may either grant or refuse the licence.

(4) Before granting a licence, the Secretary of State or [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> shall give notice—

(a) stating that he [or it ]<sup>7</sup> proposes to grant the licence,

(b) stating the reasons why he [or it ]<sup>7</sup> proposes to grant the licence, and

(c) specifying the time (not being less than 28 days from the date of publication of the notice) within which representations or objections with respect to the proposed licence may be made,

and shall consider any representations or objections which are duly made and not withdrawn.

(5) A notice under subsection (4) above shall be given by publishing the notice in such manner as the Secretary of State or [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> considers appropriate for bringing it to the attention of persons likely to be affected by the grant of the licence.

(6) A licence shall be in writing and, unless previously revoked or surrendered in accordance with any terms contained in the licence, shall continue in force for such period as may be specified in or determined by or under the licence; and a licence shall not be capable of being surrendered [ unless [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> [consents]<sup>9</sup> to the surrender ]<sup>8</sup> —

(a) a passenger licence;

(b) a network licence;

(c) a station licence; or

(d) a light maintenance depot licence.

(7) As soon as practicable after the granting of a licence, the grantor shall send a copy—

(a) in the case of a licence granted by the Secretary of State, to [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> [...] <sup>3</sup> [...] <sup>10</sup> ; or

(b) in the case of a licence granted by [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> [ to the [Secretary of State]<sup>12</sup> ] <sup>11</sup> [...] <sup>10</sup> .

(8) Any power to make regulations by virtue of subsection (3) above shall only be exercisable by the Secretary of State after consultation with [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> [...] <sup>3</sup> .

(9) Different fees may be prescribed under subsection (3) above in respect of licences authorising a person to be the operator of railway assets of different classes or descriptions.

[...] <sup>13</sup>

(11) Any sums received by the Secretary of State or [ the [Office of Rail and Road]<sup>2</sup> ]<sup>1</sup> under this section shall be paid into the Consolidated Fund.

## Notes

- <sup>1</sup> Words substituted by Railways and Transport Safety Act 2003 c. 20 [Sch.2\(1\) para.3](#) (July 5, 2004)
- <sup>2</sup> Words substituted by Office of Rail Regulation (Change of Name) Regulations 2015/1682 [Sch.1\(1\) para.1\(d\)](#) (October 16, 2015)
- <sup>3</sup> Words repealed by Railways Act 2005 c. 14 [Sch.13\(1\) para.1](#) (July 24, 2005 as SI 2005/1909)
- <sup>4</sup> Words substituted by Transport Act 2000 c. 38 [Sch.17\(I\) para.4\(2\)\(b\)](#) (February 1, 2001: shall apply in relation to any licence or licence exemption granted before the coming into force of Sch.17 part I only from the coming into force of a scheme made under Sch.28, para.2 of 2000 c.38)
- <sup>5</sup> Words and s.8(a) and (b) substituted for words by Transport Act 2000 c. 38 [Sch.17\(I\) para.4\(3\)](#) (February 1, 2001: shall apply in relation to any licence or licence exemption granted before the coming into force of Sch.17 part I only from the coming into force of a scheme made under Sch.28, para.2 of 2000 c.38)
- <sup>6</sup> Repealed by Railways Act 2005 c. 14 [Sch.13\(1\) para.1](#) (July 24, 2005 as SI 2005/1909)
- <sup>7</sup> Words inserted by Railways and Transport Safety Act 2003 c. 20 [Sch.2\(1\) para.5](#) (July 5, 2004)

## Notes

- 8 Words substituted by Transport Act 2000 c. 38 [Sch.17\(I\) para.4\(4\)](#) (February 1, 2001: shall apply in relation to any licence or licence exemption granted before the coming into force of Sch.17 part I only from the coming into force of a scheme made under Sch.28, para.2 of 2000 c.38)
- 9 Words substituted by Railways Act 2005 c. 14 [Sch.1\(1\) para.3\(3\)](#) (July 24, 2005)
- 10 Words repealed by Railways Act 2005 c. 14 [Sch.13\(1\) para.1](#) (April 1, 2006 as SI 2006/266)
- 11 Words inserted by Transport Act 2000 c. 38 [Sch.17\(I\) para.4\(5\)\(b\)](#) (February 1, 2001: shall apply in relation to any licence or licence exemption granted before the coming into force of Sch.17 part I only from the coming into force of a scheme made under Sch.28, para.2 of 2000 c.38)
- 12 Word substituted by Railways Act 2005 c. 14 [Sch.1\(1\) para.3\(4\)\(b\)](#) (July 24, 2005)
- 13 Repealed by Transport Act 2000 c. 38 [Sch.31\(IV\) para.1](#) (February 1, 2001 as SI 2001/57)
- 

*Part I THE PROVISION OF RAILWAY SERVICES > Licensing of operators of railway assets > s. 8 Licences.*

Contains public sector information licensed under the Open Government Licence v3.0.

**EH2**

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004**

**THE NETWORK RAIL (CAMBRIDGE RE-SIGNALING) ORDER**

**STATEMENT OF CASE**

**20 January 2023**

**Contents**

<b>Clause</b>	
1	INTRODUCTION ..... 1
2	THE APPLICANT ..... 4
3	THE APPLICATION DOCUMENTS ..... 4
4	CONTEXT OF THE APPLICATION ..... 5
5	PLANNING AND POLICY CONTEXT ..... 7
6	ACQUISITION AND USE OF LAND ..... 17
7	JUSTIFICATION FOR SAFETY UPGRADES AT LEVEL CROSSINGS..... 27
8	CONSULTATION ON THE PROJECT ..... 33
9	FUNDING ..... 34
10	PROJECT DELIVERY ..... 34
11	OBJECTIONS AND REPRESENTATIONS ..... 34

## LIST OF TABLES

Table 1: Summary of consenting regimes for the Project

Table 2: Planning applications and prior approvals required for the works

Table 3: Relevant Local Plan for each Level Crossing Works Area

Table 4: Plots for permanent acquisition of land at structures

Table 5: Plots for permanent acquisition of rights over land at structures

Table 6: Plots for temporary use of land for construction purposes at structures

Table 7: Plots for temporary use of land for access and oversailing purposes

Table 8: Summary of private treaty negotiations

Table 9: Existing Level Crossings Type. ALCRM and Proposed Upgrade

Table 10:

Table 11: Traffic Modelling Scenarios for Meldreth

Table 12: Summary of objections

Table 13: Summary of representations

## GLOSSARY OF TERMS

Term/Acronym	Meaning
<b>1992 Act</b>	The Transport and Works Act 1992
<b>2006 Rules</b>	The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006
<b>Application</b>	The application for the Order
<b>AHB</b>	Automatic Half Barrier
<b>ALCRM</b>	All Level Crossing Risk Model
<b>CCC</b>	Cambridgeshire County Council
<b>CPCA</b>	Cambridgeshire and Peterborough Combined Authority
<b>DNO</b>	Distribution Network Operator
<b>EIA</b>	Environmental Impact Assessment
<b>Estate</b>	J Cole (Kilverstone Estate) – Gary Jon Bowman: The Right Honourable Patrick Vavasour Fourth Baron Fisher of Kilverstone and Mills & Reeve Trust Corporation Limited
<b>FOC</b>	Freight Operating Company
<b>FWI</b>	Fatality and Weighted Injury score

<b>GCSPS</b>	Greater Cambridge Shared Planning Service
<b>GPDO</b>	Town and Country Planning (General Permitted Development) (England) Order 2015
<b>HSWA</b>	Health and Safety at Works etc. Act 1974
<b>Inquiries Rules</b>	The Transport and Works (Inquiries Procedure) Rules 2004 (S.I. 2004 No. 2018)
<b>LCM</b>	Level Crossing Manager
<b>LoD</b>	Limits of deviation
<b>MCB</b>	Manually-Controlled Barrier
<b>MCB-CCTV</b>	Manually Controlled Barrier monitored by CCTV
<b>MCB-OD</b>	Manually Controlled Barrier monitored by obstacle detection
<b>MGH</b>	Manned Gate Barrier
<b>NCC</b>	Norfolk County Council
<b>Network</b>	Rail infrastructure network of Great Britain
<b>NPPF</b>	National Planning Policy Framework (NPPF) 2021
<b>NPS</b>	National Policy Statement for National Networks
<b>NR</b>	Network Rail Infrastructure Limited
<b>NRA</b>	Narrative Risk Assessment
<b>NSIP</b>	Nationally Significant Infrastructure Project
<b>OD</b>	Obstacle Detection
<b>Order</b>	The Network Rail (Cambridge Re-Signalling) Order 202[x]
<b>ORR</b>	Office of Rail and Road
<b>Project</b>	The proposed re-signalling of the Cambridge 'interlock' area and the upgrade of the relevant level crossings
<b>REB</b>	Relocatable Equipment Building
<b>ROGS</b>	Railways and Other Guided Transport Systems (Safety) Regulations 2006
<b>RPT</b>	Risk Per Traverse
<b>SICA</b>	Signalling Infrastructure Condition Assessment

<b>SMS</b>	Safety Management System
<b>TOC</b>	Train Operating Company



## 1 INTRODUCTION

- 1.1 On 5 August 2022 Network Rail Infrastructure Limited (**NR**) submitted an application (**Application**) to the Secretary of State for Transport to make the Network Rail (Cambridge Re-Signalling) Order (**Order**). The Application was made under sections 1 and 5 of the Transport and Works Act 1992 (**1992 Act**) [**APP18**].
- 1.1 NR proposes the re-signalling of the Cambridge station interlocking area and the upgrade of a number of level crossings (**Project**). The overall objective of the Project is to renew the life expired signalling assets in the Cambridge 'interlocking' area and the replacement of the mechanical signalling system, constructed during the 1980s, with a modern digital signalling system managed from a centralised location, namely the Power Signal Box at Cambridge Station. If the Project were not to be implemented, there would be a risk of poor asset reliability and reduced capacity on the relevant sections of railway in the event that routes or assets are out of use because of signalling failures.
- 1.2 All works to be carried out in relation to the Project will either be the subject of separate applications for planning permission and/or prior approval to the relevant local planning authority or will be carried out as permitted development under Class A of Part 8 and Part 18 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (**GPDO**) [**APP22**].
- 1.3 As a result, no part of the works is proposed to be authorised by the Order and the Application does not include a request for deemed planning permission under section 90(2A) of the Town and Country Planning Act 1990 (**1990 Act**). Rather, the Order, if made, would authorise various incidental matters in order to enable the Project to proceed. In particular, the Order would authorise the compulsory acquisition and temporary use of land and the stopping up of streets required in connection with the Project.
- 1.4 The Application was submitted in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (S.I. 2006 No. 1466) (**2006 Rules**) [**APP23**] and has been the subject of publicity and notices in accordance with the 2006 Rules.
- 1.5 The Transport and Works (Inquiries Procedure) Rules 2004 (S.I. 2004 No. 2018) (**Inquiries Rules**) [**APP25**] require NR to provide a Statement of Case and this document is NR's Statement of Case for the purpose of the Application. It contains full particulars of the case NR intends to make at Inquiry in support of the Application. The statement is to be served under Rule 7 of the Inquiry Rules.

### Structure of the Statement of Case

- 1.6 The Statement of Case is arranged as follows:
- a) Section 1 describes the Project;
  - b) Section 2 describes the Applicant;
  - c) Section 3 describes the Application documents;
  - d) Section 4 describes the context of the Application;
  - e) Section 5 provides an overview of the consent routes to obtain planning permissions to authorise the works and the relevant national, regional and local policies relating to the Project;

- f) Section 6 describes the strategy for acquisition of land and rights required to deliver the Project;
  - g) Section 7 describes the proposed level crossings upgrades;
  - h) Section 8 describes consultations undertaken in relation to the Project;
  - i) Section 9 summarises the funding for the Project;
  - j) Section 10 describes how the Project will be delivered, the key milestones and parties involved; and
  - k) Section 11 summarises the objections and representations.
- 1.7 Appendix A contains a list of the documents which NR intends to refer to or submit in evidence at the Inquiry. Appendix B is the notice required by Rule 7(2)(b) of the Inquiries Rules containing details of the locations and times at which the documents will be available for public inspection prior to the opening of the inquiry.
- 1.8 In this Statement of Case, reference numbers for the documents that have been included in the list in Appendix A are given in square brackets and in bold.

#### **Project overview**

- 1.9 The Cambridge interlocking infrastructure was commissioned in 1982 and is approaching the end of its reliable life. In railway signalling terminology, an 'interlocking' is an arrangement of signal apparatus that prevents conflicting rail movements through an arrangement of tracks such as junctions or crossings. An interlocking is designed so that it is impossible to display a signal to proceed unless the route to be used is proven to be safe.
- 1.10 The Cambridge interlocking has a number of obsolete components as well as severe wire degradation and so a renewal is required. Within the Cambridge interlocking area, the existing Dullingham, Chippenham Junction and Bury St Edmunds Signal Boxes, that form part of the signalling system, are all mechanical signal boxes (involving traditional entrance and exit signal box control panels) that are now considered to have reached the end of their useful lives.
- 1.11 The Project aims to extend the life of the existing interlocking system by a further 35 years and to improve the reliability and performance of the signalling system in the Cambridge area.
- 1.12 The Project will involve the following works:
- a) the decommissioning of the Dullingham, Chippenham Junction and Bury St Edmunds signal boxes; the existing mechanical signal boxes will be decommissioned and replaced with a modern, digital Visual Display Unit workstation located at Cambridge Station;
  - b) the upgrade of the signalling power supply in the area including the installation of relocatable equipment buildings (**REB**) and a power supply along the route;
  - c) the upgrade of the existing telecoms network to a modern fixed telecommunications fibre optic network where required;
  - d) the renewal of the signalling at Chippenham Junction; and
  - e) re-locking, and thereby extending the life of, six adjacent interlock areas. A re-lock involves changing the interlocking sequence of the signalling system so that a signalling lever move

that was previously not possible is made possible (or vice versa) without changing what each signalling lever actually does.

- 1.13 In addition, the Project will provide for the upgrade of seven level crossings and the installation of REBs and ancillary works as further set out in in section 7 of this Statement. The upgrade of the level crossings will provide both safety and cost benefits when undertaken as part of the Project.
- 1.14 The full outcomes of the risk assessment for each level crossing and the proposed upgrades are described in detail in section 7 of this Statement. In summary, all seven of the level crossings scored highly in terms of risk on the ALCRM assessment with the preferred renewal option at each being either a full-barrier solution, with a Manually Controlled Barrier with Closed Circuit Television (**MCB-CCTV**), or a Manually Controlled Barrier monitored by Obstacle Detection (**MCB-OD**). The upgrade will improve the Fatality and Weighted Injury Score (**FWI**)<sup>1</sup> for each crossing and NR Anglia Route overall due to the total combined effects of the proposed upgrades. In addition, the upgrade will enable compliance with the Office of Rail and Road's (**ORR**) requirement to improve safety by moving away from automatic half-barrier crossings. Some elements of the works at these level crossings will take place outside of NR's existing operational boundary and land ownership.
- 1.15 The upgrades will also improve the pedestrian environment (increased footway size and the introduction of tactile threshold paving) at each of the level crossings in line with the ORR Guidance.
- 1.16 In addition, the Project has identified programme and cost benefits of undertaking the above level crossings upgrades, as follows:
- a) combined signalling upgrade as part of the wider Project reducing capital cost through increased engineering and construction synergies;
  - b) single source of agreed funding for the above; and
  - c) reduced impacts on train services, the surrounding road network and wider environment in terms of undertaking the proposed construction and signalling works (i.e. reduced need to undertake line or road closures at later dates).
- 1.17 The wider benefits of the Project include:
- a) renewal of existing assets to enable safe operation of the railway;
  - b) improved reliability of the signalling infrastructure;
  - c) improved performance of the signalling infrastructure;
  - d) improved Fatality and Weighted Inquiry scores in compliance with ORR requirements , improving safety by moving away from automatic half barrier crossings at the relevant level crossings;

---

<sup>1</sup> FWI is detailed as a numerical value measuring Safety Performance or Safety Risk at a crossing (e.g.: a fatality is weighted numerically as 1, each major injury is weighted as 0.1 of a fatality and each minor injury is weighted as 0.005 of a fatality). It gives a numerical view of the level or risk associated with level crossings and the statistics likelihood of a person, vehicle etc being struck, killed or injured by a train at that particular crossing. ALCRM collates this information from the Level Crossing Manager's (**LCM**) data collection and draws on this information entered to calculate the FWI.

- e) improved maintainability of the signalling infrastructure;
- f) enhanced safety of the railway;
- g) reduced operational cost; and
- h) an enabler for future projects.

## **2 THE APPLICANT**

- 2.1 NR owns and operates the rail infrastructure network of Great Britain (**Network**), and its purpose is to deliver a safe, reliable and efficient railway for Great Britain.
- 2.2 NR is primarily responsible for the operation, maintenance, repair and renewal of track, stations, signalling and electrical control equipment. Train services on the Network are operated by Train Operating Companies and Freight Operating Companies (**TOCs** and **FOCs**) to which NR, as facility owner, grants rights to use the Network in the form of track, station and depot access contacts approved by the ORR.
- 2.3 The activities of NR as the Network operator are regulated by the ORR by means of a Network Licence granted under section 8 of the Railways Act 1993 [**APP19**]. The Network Licence requires NR to secure the renewal and replacement of the Network, and the improvement, enhancement and development of the Network, in each case in accordance with best practice, and in a timely, economic and efficient manner so as to satisfy the reasonable requirements of persons providing service relating to railways and funders in respect of the quality and capability of the Network.
- 2.4 As the infrastructure manager, NR is also under a duty as regards the safety of the network, principally under the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (**ROGS**) [**APP20**]. The ROGS implement the EU Railway Safety Directive and require that any Infrastructure Manager or railway operator on the mainline railway must maintain a Safety Management System (**SMS**) and hold a safety certificate or authorisation indicating that the SMS has been accepted by the relevant safety authority, before being allowed to operate. The ROGs are EU-derived domestic legislation which continue to have effect in accordance with section 2 of the European Union (Withdrawal) Act 2018 [**APP21**].

## **3 THE APPLICATION DOCUMENTS**

- 3.1 The Application comprises the formal application and those documents required by 2006 Rules to support it, namely:
  - a) Draft Order [**APP1**];
  - b) Explanatory Memorandum [**APP2**];
  - c) Statement of Aims [**APP3**];
  - d) Report summarising consultations undertaken [**APP4**];
  - e) Declaration of the Status of the Applicant [**APP5**];
  - f) Funding Statement [**APP6**];
  - g) List of consents, permissions or licences under other enactments [**APP7**];

- h) Waiver direction given by the Secretary of State under rule 18 of the 2006 Rules **[APP8]**;
- i) Land Plans **[APP9]**;
- j) Book of Reference **[APP10]**.

3.2 The provisions of the draft Order **[APP1]** are based on the Transport and Works (Model Clauses for Railways and Tramways) Order 2006 (S.I. 2006 No. 1954) **[APP24]**. Each article in the Order is explained in the Explanatory Memorandum **[APP2]**. This includes explanations of where it has been necessary to depart from the Model Clauses (for example with additional or amended provisions).

#### 4 CONTEXT OF THE APPLICATION

- 4.1 Part 1 of the 1992 Act provides that orders may be made by the Secretary of State relating to, or to matters ancillary to, the construction or operation of railways and other guided transport systems. Orders made under the 1992 Act may authorise a range of matters including the compulsory acquisition and temporary use of land, and the creation or extinguishment of rights over land.
- 4.2 The proposed Network Rail (Cambridge Re-Signalling) Order forms one part of the consent strategy for the delivery of the Project, which includes applications for planning permissions under the 1990 Act and the use of permitted development rights under the GPDO.
- 4.3 The consents strategy for the Project, and the role of the Order within it, is summarised in Table 1 below:

*Table 1: Summary of the consenting regimes for the Project*

REGIME	WORKS/MATTERS AUTHORISED
The Order	<ul style="list-style-type: none"> <li>Stopping up of streets in connection with the works required to construct and operate the Project.</li> <li>Acquisition of land, and rights over land, and to use land temporarily in connection with the works required to construct and operate the Project.</li> </ul> <p>Together referred to as the <b>Order Scheme</b>.</p>
Planning Permission	Planning permission under the 1990 Act granted by the relevant local planning authorities in relation to the installation of full barrier solutions and REBs, including any works and operations incidental or ancillary to such works.
Permitted Development	The works which include the installation of full barrier solutions and REBs and are located within NR's land ownership and operational boundary or within the Limits of Deviation set out in the relevant Railway Acts (as further outlined in section 5 of this Statement of Case).

- 4.4 All works required for the Project, including the installation of REBs, will be permitted by separate planning permissions and/or through the GPDO, with the applications/notifications

being submitted to the relevant local planning authorities as shown in Table 2 below. Where NR is able to rely on permitted development rights without the need to submit a prior approval application to the local planning authority, it nevertheless, out of courtesy, submits a voluntary prior notification to the authority notifying it of the details of the proposed works and intention to rely on the relevant permitted development right.

- 4.5 These applications will be decided, where applicable, by the local planning authorities in accordance with statutory procedures and national and local planning policies.

*Table 2: Planning applications and prior approvals required for the works*

Level Crossing Works Area	Relevant Local Authority	Proposed Works	Proposed Route	Consenting
<b>Croxton</b>	Breckland Council	Installation of full barrier solution, REB and ancillary works	Application for express planning permission via the 1990 Act.	
<b>Meldreth</b>	South Cambridgeshire District Council	Installation of full barrier solution, REB and ancillary works.	Application for express planning permission via the 1990 Act.	
<b>Foxton (Hauxton)</b>	South Cambridgeshire District Council	Installation of REB.	Application for express planning permission via the 1990 Act.	
<b>Milton Fen</b>	South Cambridgeshire District Council	Installation of full barrier solution, REB and ancillary works.	Prior Notification (Class A of Part 8 and 18 of GPDO (not requiring Prior Approval)  Temporary works areas outside of NR ownership would be consented via Part 4, Class A of the GPDO.	
<b>Six Mile Bottom</b>	South Cambridgeshire District Council	Installation of full barrier solution, REB and ancillary works.	Prior Notification (Class A of Part 8 and Part 18 of the GPDO) (not requiring Prior Approval).  Temporary works areas outside NR's ownership would be consented via Part 4, Class A of the GPDO.	
<b>Waterbeach</b>	South Cambridgeshire District Council	Installation of full barrier solution, REB and ancillary works.	Part 8 and Part 18 of the GPDO. Prior Notification (not Prior Approval).  Temporary works areas outside of NR ownership would be consented via Part 4, Class A of the GPDO.	

<b>Dullingham</b>	East Cambridgeshire District Council	Installation of full barrier solution, Power Supply Point, REB and ancillary works.	Prior Notification under Class A of Part 8 and Prior Approval under Class A of Part 18 of the GPDO.
<b>Dimmock Cote</b>	East Cambridgeshire District Council	Installation of full barrier solution, REB and ancillary works	Prior Notification under Class A of Part 8 and Prior Approval under Class A of Part 18 of the GPDO.

4.6 The purpose of the Order is to provide a range of supplementary powers to facilitate delivery of the Project alongside the permissions described above. In summary the Order will:

- a) authorise stopping-up of streets;
- b) provide powers for the compulsory acquisition of land and rights over land; and
- c) provide powers to use land temporarily for the purposes of constructing the works permitted by the planning permissions or under permitted development rights.

#### **Proposed stoppings up of highways**

4.7 The draft Order includes power (at article 3) to stop up streets. Schedule 1 to the Order contains a list of streets that may be stopped up.

4.8 This power is necessary to regularise the adopted highways boundary where new infrastructure (such as upgraded or new fencing proposed as part of the level crossings upgrades) would remove access for the public, with the maintenance liability moving from the relevant highways authorities to NR.

4.9 Given the limited extent of the proposed stopping up, the Order does not provide for any consultation with and/or approval of the relevant street authority. Nevertheless, both highways authorities affected by the proposals have been consulted to agree the extent of the stopping up powers included in the draft Order.

4.10 The Application was the subject of publicity and notices as required by the 2006 Rules under which objections to, and representations about, the proposed Order were invited to be made to the Secretary of State until 23 September 2022.

4.11 The Secretary of State for Transport received 30 objections and 5 representations.

4.12 As a consequence, and in accordance with the Inquiries Rules, the Secretary of State for Transport announced on 1 December his intention to hold a public local inquiry into the Application.

## **5 PLANNING AND POLICY CONTEXT**

5.1 While the Order is for land issues only and does not include a request for deemed planning permission to authorise works, the intention of section 5 of this Statement of Case is to provide details of the relevant planning policy regime and to explain how approval is being sought for these works through the town and country planning process and the relevant development plan framework.



### **Network Rail Permitted Development rights**

- 5.2 As further outlined above, the majority of works comprised in the Project, can be delivered using rights enjoyed by NR as a statutory undertaker pursuant to the GPDO as set out below.

#### *Class A of Part 8 of the GPDO*

- 5.3 Part 8 of the GPDO permits "*development by railway undertakers on their operational land, required in connection with the movement of traffic by rail*".
- 5.4 The use of Part 8 permitted development rights is restricted to NR's existing land ownership and operational boundary and is not permitted if it consists of or includes:
- a) the construction of a railway;
  - b) the construction or erection of a hotel, railway station or bridge; or
  - c) the construction or erection otherwise than wholly within a railway station of –
    - i) an office, residential or education building, or a building used for an industrial process; or
    - ii) a car park, shop, restaurant, garage, petrol filling station or other building or structure provided under transport legislation.

#### *Class A of Part 18 of the GPDO*

- 5.5 Part 18 of the GPDO permits "*development authorised by a local or private Act of Parliament*" and allows NR to rely on the statutory powers set out in relevant Railway Acts that authorised the original construction of the railway.
- 5.6 Each Railway Act is accompanied by a set of parliamentary plans showing the "limits of deviation" (**LoD**) within which works can be carried out. Part 18 provides that certain types of development, which consist of or include:
- a) the erection, construction, alteration or extension of any building, bridge, aqueduct, pier or dam;
  - b) the formation, laying out or alteration of a means of access to any highway used by vehicular traffic

do not benefit from deemed planning permission under part 18 "unless the prior approval of the appropriate authority to the detailed plans and specifications is first obtained."

- 5.7 Class A of Part 18 can also be relied on in circumstances where elements of works are located outside of NR's operational boundary, provided the proposed works are consistent with the nature of works set out in the relevant Railway Act and within the LoD.

#### *Impact on Environmental Impact Assessment on the above Permitted Development rights*

- 5.8 Paragraph 10 of Article 3 of the GPDO provides that no development is permitted under Schedule 1 or Schedule 2 of the GPDO unless the relevant local planning authority for the area has adopted a screening opinion under regulation 5 confirming that the development in question is not EIA development. However, paragraph 12(b) states that paragraph 10 does not apply to development under Class A of Part 18 so that development under Part 18 can proceed even if



it is EIA development or, if prior approval under Part 18 is required, an application for prior approval can be accompanied by an Environmental Statement.

- 5.9 Screening opinion requests have been submitted to all local planning authorities affected by the Order.
- 5.10 South Cambridgeshire District Council, Cambridge City Council and Breckland Council have provided Environmental Impact Assessment (**EIA**) screening opinions stating that none of the works, which are proposed to be constructed by NR in reliance on permitted development rights, is subject to EIA. Accordingly, paragraph 10 of article 3 is not infringed and NR is able to rely on its permitted development rights in respect of its proposed development in the areas of those local authorities.
- 5.11 However, East Cambridgeshire District Council has provided EIA screening opinions for the Dullingham and Dimmocks Cote level crossing upgrades stating that the works in their administrative area are EIA development. The Project has therefore chosen to submit Prior Approval applications under Class A of Part 18 for works at these level crossings and the applications will be accompanied by ecological reports. This will enable East Cambridgeshire District Council to re-screen the Prior Approval applications as part of their validation process and it is anticipated that the authority will be able to conclude, in the light of the further ecological reports, that the proposed upgrade works are not EIA development requiring a full Environmental Statement.

#### **Current status of Planning Permissions for level crossings upgrades**

- 5.12 Planning applications and prior notifications for the following level crossing upgrade works have been submitted to the relevant local planning authorities at the date of this Statement:
- a) Prior Notification (Part 8 and 18 of the GPDO) (not requiring Prior Approval)) for works at Six Mile Bottom was submitted to South Cambridgeshire District Council on 8 November 2022 (ref.: 22/04960/PDNOT);
  - b) Prior Notification (Part 8 and 18 of the GPDO) (not requiring Prior Approval)) for works at Waterbeach level crossing was submitted to South Cambridgeshire District Council on 16 November 2022 (ref.: 22/05022/PDNOT);
  - c) Prior Notification (Part 8 and 18 of the GPDO) (not requiring Prior Approval)) for works at Milton Fen level crossing was submitted to South Cambridgeshire District Council on 24 November 2022 (ref.: 22/05141/PDNOT);
  - d) An application for full planning permission under the Town and Country Planning Act 1990 for the works at Hauxton level crossing was submitted to South Cambridgeshire District Council on 28 November 2022 (ref.: 22/05163/FUL);
  - e) An application for full planning permission under the Town and Country Planning Act 1990 for the works at Meldreth level crossing was submitted to South Cambridgeshire District Council on 1 December 2022 (ref.: 22/05204/FUL);
  - f) An application for full planning permission under the Town and Country Planning Act 1990 for the works at Croxton level crossing was submitted to Breckland Council on 21 December 2022 (3PL/2022/1442/F).
- 5.13 Prior notifications for works at Dullingham and Dimmocks Cote were submitted to East Cambridgeshire District Council but have since been withdrawn and applications for Prior

Approval, accompanied by relevant ecological reports, as described at paragraph 5.11, will be submitted.

### **National Policy Context**

#### *National Planning Policy Framework (NPPF) 2021*

5.14 At a national level the NPPF (latest version adopted in July 2021) **[APP29]** sets out the Government's overarching planning policies and how these are expected to be applied.

5.15 At the heart of the NPPF 2021 is a presumption in favour of sustainable development. The presumption highlights that proposals which accord with an up to date development plan should be approved without delay unless material considerations indicate otherwise.

5.16 The objective of sustainable development can be summarised as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs' (Paragraph 7).

5.17 For decision-taking (Paragraph 11) this means:

*"(c) approving development proposals that accord with an up-to-date development plan without delay; or*

*(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

5.18 The following sections of the NPPF 2021 are of specific relevance to the determination of applications for express planning permissions relating to the proposed level crossing works:

a) Section 2: Achieving sustainable development;

b) Section 4: Decision making;

c) Section 6: Building a strong competitive economy;

d) Section 8: Promoting healthy and safe communities;

e) Section 9: Promoting sustainable transport.

5.19 The proposed level crossing upgrade works are considered to accord with the above sections and paragraphs of the NPPF 2021 as they will improve the reliability, performance and safety of a sustainable low carbon form of public transport, enhancing provisions for alternatives to private vehicular trips and enhancing access to economic opportunities.

### **Relevant National Transport Policy**

5.20 Britain's railway plays an essential role in supporting and creating economic growth by enabling safe, fast, efficient movement of passengers and goods into and between major economic centres and international gateways.

- 5.21 Consistent with Government strategy, the railway industry's ambition is to increase rail's already significant contribution to the country's economic, social and environmental welfare linking people and communities in an environmentally sustainable way.
- 5.22 In 2022 the Government recognised that there is a need for radical change in transport policy. The Government White Paper (Creating growth, cutting carbon: Making Sustainable Transport happen) (2011) [APP30] was published in January 2011. Paragraph 1.3 of the White Paper, explained that the government's vision is for *"a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities."* 5.4.4 Paragraph 2.2 of the paper highlighted the crucial role that sustainable transport can play in terms of enabling growth whilst also reducing carbon emissions and addressing climate change. It stated that *"sustainable transport modes can enable growth, for instance by improving access to work, to shops and other services, at the same time as cutting carbon emissions and tackling climate change. Certain interventions can also make a significant contribution to public health and quality of life."*

### National Policy Statement for National Networks

- 5.23 The National Policy Statement for National Networks (NPS) [APP31] was published in December 2014 and sets out the need for, and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. Whilst the Project falls under the threshold detailed in the Planning Act 2008 (as amended), section 1.4 of the NPS states that:

*"In England, this NPS may also be a material consideration in decision making any applications that fall under the Town and Country Planning Act 1990 or any successor legislation. Whether, and to what extent, this NPS is a material consideration, will be judged on a case by case basis."*

- 5.24 It is therefore the case that whilst the NPS is primarily to guide and inform NSIP applications, it does have some degree of material weight in relation to the Project as the rationale supporting the proposed works is for the improvements to be delivered to parts of the national rail network, and should therefore be appraised accordingly. It is also important to understand the context of the Government's policy stance on rail infrastructure given the limited detail within the NPPF.
- 5.25 Section 2 of the NPS sets out the need for development of the national networks and details the Government's vision and strategic objectives:

*"The Government will deliver national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system. This means:*

- *Networks with the capacity and connectivity and resilience to support national and local economic activity and facilitate growth and create jobs.*
- *Networks which support and improve journey, reliability, and safety.*
- *Networks which support the delivery of environmental goals and the move to a low carbon economy.*
- *Networks which join up our communities and link effectively to each other."*

- 5.26 Paragraph 2.2 explains that: *"There is a critical need to improve the national networks to address road congestion and crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network*

*that is capable of stimulating and supporting economic growth. Improvements may also be required to address the impact of the national networks on quality of life and environmental factors."*

- 5.27 Paragraph 2.4 goes on to mention the pressures the national networks are under, including a projected increase of 40% of journeys undertaken by rail and rail freight having the capacity to double by 2030.
- 5.28 Paragraph 2.6 states that improved transport links help to rebalance the economy.
- 5.29 Within paragraph 2.10 the NPS sets out an overarching statement that the Government concludes at a strategic level that there is a compelling need for the development of national networks.
- 5.30 The need for development of the national rail network is set out from paragraphs 2.28 – 2.41. These paragraphs identify the importance of the rail network as a vital part of the national transport infrastructure and for the growing demand for rail travel and future projected growth which together support the compelling need for developing the country's rail network.
- 5.31 Paragraph 2.9 presents the Government's vision for the Transport system in which railways must: *"offer a safe and reliable route to work"*.
- 5.32 Paragraph 3.12 further provides that *"It is the Government's policy, supported by legislation, to ensure that the risks of passenger and workforce accidents are reduced so far as reasonably practicable. Rail schemes should take account of this and seek to further improve safety where the opportunity exists and where there is value for money in doing so by focussing domestic efforts on the achievement of the European Common Safety Targets."*
- 5.33 The Project supports and contributes to the delivery of the Government's policy for rail, as set out in the NPS.

### **Local Policy Context**

- 5.34 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in accordance with the statutory development plan unless 'material considerations' indicate otherwise.
- 5.35 This section provides an overview of the national and local planning policies relevant to the determination of the applications for express planning permission.
- 5.36 The works are located within a number of local authorities' administrative areas as set out in Table 3 below with the relevant local plans for each set out in turn.

*Table 3: Relevant Local Plan for each Level Crossing Works Area*

<b>Level Crossing Works Area</b>	<b>Local Authority</b>	<b>Local Plan</b>
Croxton	Breckland Council	Breckland Local Plan (November 2019)  Norfolk Minerals and Waste Local Plan – this plan is not considered a relevant

		consideration in relation to the proposed works
Meldreth	South Cambridgeshire District Council	South Cambridgeshire Local Plan (September 2018)  Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) – this plan is not considered a relevant consideration in relation to the proposed works.
Foxton (Hauxton)		
Milton Fen		
Six Mile Bottom		
Waterbeach		
Dullingham	East Cambridgeshire District Council	East Cambridgeshire Local Plan (April 2015)  Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) – this plan is not considered a relevant consideration in relation to the proposed works
Dimmock Cote		

*Breckland Local Plan 2019 [APP32]*

Principle of Development

- 5.37 Policy TR01 (Sustainable Transport Network) in the Breckland Local Plan is considered relevant to the works at Croxton level crossing.
- 5.38 This policy supports improvements to the road and rail connections both within the District and to the wider area and promotes improved access to, and interchange between, all modes of transport to key settlements and town centres. Development must not adversely impact on the operation or safety of the strategic road network and improve accessibility to services and support the transition to a low carbon future.
- 5.39 The proposed works are considered to be in accordance with this policy as they will improve the reliability, performance and safety of a sustainable low carbon form of public transport enhancing provisions for alternatives to private vehicular trips within the district and wider region.
- 5.40 Further consideration of the Local Plan policies is set out in the Planning and Design Statement submitted to Breckland Council with the planning application for the works at Croxton level crossing [APP39].

*South Cambridgeshire Local Development Plan 2018 [APP33]*

- 5.41 The following policies in the South Cambridgeshire Local Development Plan are considered relevant to the works at Meldreth, Foxton (Hauxton), Milton Fen, Six Mile Bottom and Waterbeach level crossings:

- a) Policy S/2: Objective of the Local Plan – this policy indicates that the vision of the Local Plan will be achieved by maximising the potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.
  - b) Policy S/3: Presumption in favour of Sustainable Development – this policy details that South Cambridgeshire District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF 2021.
  - c) Policy TI/2: Planning for Sustainable Travel – this policy provides that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
- 5.42 The proposed works within the South Cambridgeshire District Council's administrative area are considered to accord with the local planning policies as they will improve the reliability, performance and safety of a sustainable low carbon form of public transport, enhancing provisions for alternatives to private vehicular trips within the district and wider region.
- 5.43 The following policies in the South Cambridgeshire Local Development Plan are also considered relevant to the works at Foxton (Hauxton) level crossing which is located within Green Belt:
- a) Policy S/4: Cambridge Green Belt – this policy highlights how the Green Belt will be maintained around Cambridge and provides that new development in the Green Belt will only be approved in accordance with Green Belt policy as set out within the NPPF.
  - b) Policy NH/8: Mitigating the Impact of Development in and Adjoining the Green Belt – this policy seeks to protect the Green Belt from the impacts of Development and provides that any development proposals within the Green Belt must be located and designed so that they do not have an adverse effect on the rural character and openness of the Green Belt.
- 5.44 The proposed upgrade works at Foxton (Hauxton) provide vital improvements to the safety, reliability and efficiency of the railway infrastructure in the region, ensuring sustainable transport options remain well maintained and managed.
- 5.45 REBs are required to be located within close proximity to the rail infrastructure and level crossings which they serve. In the context of Foxton (Hauxton) Level Crossing, which is located within the Green Belt, the proposed infrastructure updates are similarly required to be located adjacent to the level crossing.
- 5.46 The location and layout of the proposed upgrade will not affect the openness or the character of the Green Belt. The proposed REB is set back from Hauxton Road and vegetation both to the front and rear of the REB will be retained. The design of the structure, and its olive green colour, will allow it to integrate with its surroundings. Views of the REB from the roadside will be limited given the retained vegetation, and the existing vegetation on the eastern side of the rail corridor will ensure views of the REB will be limited from neighbouring residential properties. It is likely that the REB will be viewed from the level crossing but this will be in the context of infrastructure associated with the railway and will not, therefore, impact openness.
- 5.47 The proposed level crossing upgrade is necessary and, therefore, an acceptable use within the Green Belt, and will comply with the policies in the NPPF. The proposed REB is small in scale and has limited impact on the openness of the Green Belt. Accordingly, it will not conflict with the five purposes of the Green Belt. As such, the principle of the proposed upgrade is considered to be acceptable.

- 5.48 Further consideration of the Local Plan policies is set out in the Planning and Design Statements submitted to South Cambridgeshire District Council with the planning applications for the works at Meldreth level crossing [APP40] and Foxton (Hauxton) level crossing [APP41].

*East Cambridgeshire Local Plan 2015 [APP34]*

- 5.49 The following policies in the East Cambridgeshire Local Plan 2015 are considered relevant to the works at Dullingham and Dimmocks Cote level crossings:

- a) Policy GROWTH 3: Infrastructure requirements – this policy sets out key infrastructure requirements relevant to growth within the district and includes 'improved rail and bus services'; and
- b) Policy GROWTH 5: Presumption in favour of sustainable development.

- 5.50 The proposed works within the East Cambridgeshire District Council's administrative area are considered to accord with the above policies as they will improve the reliability, performance and safety of a sustainable low carbon form of public transport, enhancing provisions for alternatives to private vehicular trips within the district and wider region.

**Transport Plans and Strategies**

*Draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (May 2022) [APP35]*

- 5.51 In May 2017 a Mayor was directly elected and the Cambridgeshire and Peterborough Combined Authority (CPCA) was formed as part of the devolution deal agreed with Central Government. The CPCA now has the strategic transport powers and is the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets out the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.

- 5.52 As part of the Mayor's powers, the CPCA have produced the draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (May 2022). The goals of the plan are to provide an accessible transport system that delivers economic growth and opportunities and protects and enhances the environment to tackle climate change together.

*Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), 2014 [APP36]*

- 5.53 This strategy supports the South Cambridgeshire Local Plan (and the Cambridge City Local Plan) and takes account of future levels of growth in the area. It details the transport infrastructure and services necessary to deliver this growth.

- 5.54 Eight objectives are set out in this strategy, as follows:

- a) to ensure that the transport network supports the economy and acts as a catalyst for sustainable growth;
- b) to enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area);
- c) to ensure good transport links between new and existing communities, and the jobs and services people wish to access;
- d) to prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of congestion on sustainable modes of transport;



- e) to meet air quality objectives and carbon reduction targets, and preserve the natural environment;
  - f) to ensure that changes to the transport network respect and conserve the distinctive character of the area and people's quality of life;
  - g) to ensure the strategy encourages healthy and active travel, supporting improved wellbeing; and
  - h) to manage the transport network effectively and efficiently.
- 5.55 Policy TSCSC 10: Improving Rails Services is considered to be relevant to the works at Meldreth, Foxton (Hauxton), Milton Fen, Six Mile Bottom and Waterbeach Level Crossings. This policy provides that the County Council will work with other authorities and the rail industry to bring forward service enhancements and new infrastructure to increase rail use, through frequency and capacity improvements and increasing the proportion of freight moved by rail in line with the Strategy approach.

*Transport Strategy for East Cambridgeshire 2016 [APP37]*

- 5.56 Policy TSEC 10: Improving Rail Services is considered relevant to the works at the Dimmocks Cote and Dullingham level crossings. This policy provides that the County Council will work with other authorities and the rail industry to bring forward service enhancements and new infrastructure to increase rail use, through frequency and capacity improvements and by increasing the proportion of freight moved by rail in line with the Strategy approach.

*Norfolk County Council Local Transport Plan 4 Strategy (July 2022) [APP38]*

- 5.57 The new Local Transport Plan, covering the period 2021-2036, was adopted at the full County Council meeting on 19 July 2022. The following policies are considered relevant to the works at the Croxton level crossing:
- a) Objective 6: Improving Transport Strategy, which provides that the County Council will aim to improve the safety of the transport network in order to reduce casualties and help people feel safe when using any mode of transport. The County Council aims to overcome the various challenges on the network and to create a network which encourages safe usage of the roads and to protect vulnerable transport users.
  - b) Policy 8, which provides that the County Council's priority will be to improve major road and rail connections between larger places in the county, and to major ports, airports and cities in the rest of the UK.

**Conclusion**

- 5.58 Paragraph 7 of the NPPF 2021 states that to achieve sustainable development the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;



- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
  - c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 5.59 In terms of economic benefits, the Project will enhance Network across all of the above administrative areas providing enhanced and safer public transport provision. It will provide the opportunity for a more sustainable, reliable, and rapid alternative form of travel versus private vehicular trips and enhance pedestrian and vehicular safety at each of the relevant level crossing works areas.
- 5.60 In terms of social benefits, the Project will support the promotion of healthy communities by providing an improved rail and pedestrian network encouraging a modal shift change from private vehicular trips. The social benefits are also considered to be strongly supported in planning terms and represent a strong material planning consideration in favour of the Project.
- 5.61 The environmental benefits of the Project is a key issue in planning terms. The support for sustainable transport schemes as set out in the NPPF 2021, needs to be weighed against other policy factors within the NPPF 2021 and the environmental impact of the Project.
- 5.62 Environmental impact is a broad term and one of the benefits of the Project is that an enhanced Network will provide clear benefits in terms of reducing CO2 and emissions associated with private vehicular trips. The full environmental impact of the Project has been assessed as part of the EIA process and in the documentation that accompanies each of the applications for express planning permissions.
- 5.63 The proposed works are considered to be in accordance with policies of the relevant local plans and the regional transport strategies/plans as they will improve the reliability, performance and safety of a sustainable low carbon form of public transport, enhancing provisions for alternatives to private vehicular trips within the district and wider region.

## **6 ACQUISITION AND USE OF LAND**

### **Introduction**

- 6.1 The Order, if made, will confer on NR the power to compulsorily acquire land, or rights over land, required to construct and operate the Project. The Order will also confer powers on NR to temporarily occupy and use land for the purposes of constructing the Project.
- 6.2 A large proportion of the works required for the Project will be undertaken on land that is currently in the freehold ownership of NR (within the existing rail corridor) and as such, no powers over that land are required to be included within the Order. However, several plots of land currently within private ownership are required for the Project, either on a permanent or temporary basis – it is those plots that are proposed to be subject to powers within the Order.
- 6.3 The powers sought in the draft Order in relation to land fall into the following categories:
- a) permanent acquisition of land;

- b) permanent acquisition of rights over land;
  - c) temporary use of land for construction purposes;
  - d) temporary use of land for access purposes;
  - e) permanent extinguishment of rights over land; and
  - f) temporary suspension of rights over land.
- 6.4 The Order, if made, will also discharge one plot of land (305) from all public or private rights of way to which it is currently subject.
- 6.5 All land over which powers are sought in the draft Order is shown on the Land Plans [APP9] and listed in the Book of Reference [APP10] that accompanied the Application.
- 6.6 The disparate nature of the plots shown on those plans, is indicative of the fact that existing land of NR will be used for the Project. All references to plots in this document are to be read in conjunction with those plans. The plots are colour-coded to denote the nature of the powers sought over them.
- 6.7 All areas of land subject to powers in the draft Order are necessary for the Project and no land will be acquired permanently, or used temporarily, unless essential to facilitate the Project. In respect of all land proposed to be subject to Order powers, NR is seeking to secure the relevant land by negotiation. As such, the powers in the Order would only be exercised where it is not possible or practicable to reach agreement.
- Relationship between the powers in the draft Order and the separate planning permissions**
- 6.8 As explained above, the Order would not authorise any works required for the Project. Instead, these are to be permitted by way of separate planning permissions granted by the local planning authorities (East Cambridgeshire District Council, South Cambridgeshire District Council and Breckland Council) or by relying on planning permission granted by the GPDO (primarily under Parts 8 and 18 of Schedule 2).
- 6.9 The planning permissions would not confer any powers to acquire or use any land required for the Project that is currently in private ownership. To ensure the Project can be delivered it is therefore critical that NR has the power to compulsorily acquire land and rights, and to use land temporarily for the purposes of construction. These powers will ensure that, if NR is not able to reach agreements with the relevant landowners, the land that is required for the Project can be secured. This is one of the primary purposes for which NR is applying for the Order.
- 6.10 Additional land included in the draft Order is primarily required for temporary use for construction and access purposes. This is to facilitate works permitted by express planning permissions to be granted by the local planning authorities, as well as works proposed to be carried out as permitted development under the GPDO. For example, the Order includes temporary land for a number of temporary construction areas to facilitate works along the route of the existing railway corridor which would be carried out using permitted development rights.

**Permanent acquisition of land**

- 6.11 A power of permanent acquisition is included in the draft in relation to land that is required for the Project's permanent structures or for other purposes on an on-going basis. Plots where such powers have been included in the draft are as set out in Table 4 below:

*Table 4: Plots for permanent acquisition of land and structures*

Purpose	Plots
These plots are needed to provide a permanent rail compound area for the placement of a Distribution Network Operator ( <b>DNO</b> ) cubicle, a relocatable equipment's building, parking and an access point to the compound, including for pedestrians.	002 and 009
The provision of permanent upgraded fencing along Meldreth Road, the provision of a new access point (gate) and permanent access along the eastern side of the railway for rail maintenance staff. A below ground turning chamber will also be installed.	003, 004 and 006
A permanent upgraded fence will be installed to prevent public access to the railway. Land parcel 007 would be located behind the upgraded fence.	005 and 007
A below ground turning chamber will be installed with upgraded fencing and permanent barrier equipment.	010
A REB will be installed. The land will also be used for cable troughing and the creation of hard-standing footpaths. Guard rails and fencing will also be installed.	101
The current title of this land parcel is unknown. It forms part of an access road that NR will require permanent access over as part of the Project. No works are proposed on this land parcel.	201
The western extent of land parcel 304 is no longer required following discussions with Cambridgeshire County Council and detailed design. The remainder of the land parcels are required for the installation of permanent barrier equipment, fencing, a below ground turning chamber and anti-trespass guards.	301 and 304
These parcels are required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier..	401 and 407
These parcels are required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier.	402 and 406
These parcels are required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier and the installation of fencing to prevent public access to the railway.	603
This parcel is required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier.	604

These parcels are required for the installation of upgraded fencing and railway infrastructure.	703 and 705
These parcels are required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier and installation of fencing to preclude public access to the railway.	902 and 904
This parcel is required for a permanent railway compound that will house a REB, control and power supply apparatus as well as a second modular building containing a generator which provides an uninterrupted power supply to the railway. The area will be fenced and will allow for parking by rail maintenance staff.	906
This parcel is required for the installation of barrier equipment, upgraded fencing, below ground infrastructure and amendments to the footway that runs parallel to the highway.	908
This parcel is required for the installation of barrier equipment, upgraded fencing, below ground infrastructure and amendments to the footway that runs parallel to the highway.	910
This parcel is required for the installation of a permanent level crossing road traffic light signal related to the upgraded barrier and installation of fencing to preclude public access to the railway.	911

- 6.12 The permanent land take, as proposed in the draft Order, has been identified based on the required placement of the upgraded level crossing barrier equipment and its future maintenance requirements. As the proposed works are upgrades to existing infrastructure at existing level crossings, there are limited opportunities to locate equipment in other locations i.e. the barrier equipment and ancillary works are by definition required in each corner of a level crossing as tight to the railway as possible.
- 6.13 Publicly owned land has been prioritised for use wherever possible. Private third-party land has only been considered where no suitable alternative land is available, and discussions were undertaken with the relevant landowners through NR's property agent; Brown & Co.
- 6.14 The proposed permanent land take and the design that informs this has been optioneered through NR's GRIP process with GRIP 3 (Option Selection) and informed by "approved in principle" drawings. Further refinement of the final land take is ongoing as part of GRIP 4 (Single Option Selection) and through discussions with the relevant landowners.

#### **Permanent acquisition of rights over land**

- 6.15 Powers to permanently acquire rights over land are sought in the draft Order where land does not need to be acquired outright, but rights over that land are required – for example a right of access for maintenance purposes on an on-going basis. Plots where such powers have been included in the draft Order are set out in Table 5 below:

Table 5: Plots for permanent acquisition of rights over land at structures

Plots	Purpose
001	Permanent rights are required for pedestrian access for use by maintainers around the perimeter of the secure compound proposed on land parcel 002 to allow access to NR's fence line along the western side of the railway.
100	Permanent rights are required for pedestrian access for use by maintainers around the perimeter of the REB proposed on land parcel 101. The REB will house railway signalling, telecom and electrical assets.
300, 302, 303, 308 and 312	Permanent rights are required for pedestrian access for use by maintainers to access the level crossing signalling and scanner equipment located to the north of Station House.
306	Due to the required land take for the new barrier equipment to the west, this land parcel will allow for a permanent right of access for landowner to the rear of their property.
405	Permanent vehicular access from adopted highway to REB and surrounding compound located to the north of the railway for use by maintainers. The REB will house railway signalling, telecom and electrical assets.
900	It is proposed at land parcel 906 to install a secure compound for railway and level crossing control equipment. This will contain a REB, control and power supply apparatus as well as a second modular building containing a generator which provides an uninterrupted power supply to the railway. Land parcel 900 is required to provide permanent vehicular access from adopted highway to this compound for use by maintainers.
905	Permanent pedestrian access around exterior perimeter of the level crossing barrier equipment and to the proposed compound to be located in land parcel 906 for use by maintainers.
907	Land parcel 907 will provide pedestrian access around the perimeter of the secure compound proposed in land parcel 906.
909	Permanent rights are required for pedestrian access for use by maintainers to access the level crossing signalling and scanner equipment.

- 6.16 Land parcels have been selected for permanent rights based on the required placement of the upgraded level crossing barrier equipment and its future maintenance requirements. Publicly-owned land has been prioritised for use wherever possible. Private third-party land has only

been considered where no suitable alternatives to access the required infrastructure is available with discussions undertaken with the relevant landowners through NR's property agent Brown & Co.

- 6.17 The proposed permanent rights and the design that informs this has been optioneered through NR's GRIP process with GRIP 3 (Option Selection) Approved in Principle drawings informing this. Further refinement of the final land take and the final route for any rights is ongoing as part of GRIP 4 (Single Option Selection) and through discussions with the relevant landowner.

#### **Temporary use of land for construction purposes**

- 6.18 Powers to use land temporarily for the purposes of construction are included in the draft order.
- 6.19 Land is required for a number of temporary worksites to facilitate the permanent works in various locations. The worksites will include, amongst other things, temporary construction areas and a car park. Plots where such powers have been included in the draft Order are set out in Table 6 below:

*Table 6: Plots for temporary use of land for construction purposes at structures*

<b>Plots</b>	<b>Purpose</b>
300, 302, 303, 306, 308, 309, 310, 311 and 312	These plots are required to provide temporary vehicular and pedestrian access and for use as a construction area
400, 404, 405, 408, 409, 410 and 412	These plots are required to provide temporary vehicular and pedestrian access including construction area
602	This plot is required to provide a temporary construction area
700	This plot is required to provide a temporary car park
805	This plot is required to provide a temporary construction area and new temporary access into adopted highway
902, 903, 905, 907 and 909	These plots are required to provide a temporary vehicular access and a construction area

- 6.20 Land parcels have been selected for use as temporary construction compounds and related accesses based on the required placement of the upgraded level crossing barrier equipment. The final construction compound areas have been informed by a Construction logistics review by NR's principal contractor Alstom and through discussions with the relevant landowners through NR's property agent: Brown & Co.

#### **Temporary use of land for access purposes**

- 6.21 Powers to use land temporarily for access purposes are required to facilitate the construction of the Project. This is a 'lesser' power compared to the power of temporary possession described above and is sought over land where exclusive possession is not required during construction (e.g. for the purposes of providing a worksite) and where permanent rights are not required for the purposes of the maintenance and operation of the Project.

- 6.22 NR is taking the approach of 'separating' out these two categories of temporary powers so as to ensure that no 'greater' powers over land are sought than is absolutely necessary to facilitate construction of the Project. Plots where the power of access have been included in the draft Order are as set out in Table 7 below:

*Table 7: Plots for temporary use of land for access and oversailing purposes*

Plots	Purpose
104	Temporary access for construction vehicles/contractor staff to access land parcel 101 off High Street for the installation of the REB and ancillary works.
404	Temporary access for contractor staff to access land parcel 406 and 408 off Station Road for the installation of upgraded barrier equipment and ancillary works.
411	Temporary access for construction vehicles and contractor staff to access land parcel 412 (a temporary construction compound) related to the installation of the REB and power supply point adjacent to the railway.
600	Temporary access for construction vehicles and contractor staff to access land parcel 601 (a temporary construction compound).
701 and 702	Temporary access to the temporary staff car park at Waterbeach Station (land parcel 700).
807	Temporary access for construction vehicles and contractor staff to access land parcel 805 (a temporary construction compound).
905 and 907	Temporary access for construction vehicles and contractor staff to access land parcels 903 and 906 for the period of construction.
909	Temporary access for construction vehicles and contractor staff to access the railway on the northeastern corner during construction works.

- 6.23 Land parcels have been selected for use as temporary access areas based on the required placement of the upgraded level crossings barrier equipment and access to the existing railway. The final construction compound areas have been informed by a construction logistics review by NR's principal contractor Alstom and through discussions with the relevant landowners through NR's property agent: Brown & Co.

#### **Current status of negotiations with landowners**

- 6.24 NR's aim is to minimise the need to exercise the compulsory acquisition powers being sought in the Order. To achieve that aim it has engaged with affected landowners to negotiate by agreement the right to acquire the necessary land interests or rights. Where that has not been possible in the time available, the aim is to agree the terms of acquisition and in the case of temporary land, the purposes for which that land will be required.

6.25 A summary of the private treaty negotiations as at the date of this Statement is provided in Table 8 below.

*Table 8: Summary of private treaty negotiations*

Land Parcel	Freehold owners or reputed freehold owners	Summary of private treaty negotiations
001 and 002	Thomas George Pepper and William Edward Pepper	Heads of Terms have been signed for both land parcels (dated 23 August 2022). The land purchase is targeted to be completed end of January 2023.
005, 006, 007, 009, 010, 304, 307, 308, 309, 312, 403, 700, 701, 702, 703, 704, 705 and 807	Cambridgeshire County Council	<p>NR held a number of workshops with the County Council and agreed to reduce the extent of the proposed permanent acquisition, as well as the extent of stopping up powers to align more tightly with the final permanent works. The details of this at each relevant level crossing area are still being finalised for agreement with the County Council. A response from the County Council is currently awaited on the revised proposals.</p> <p>In relation to the proposed temporary acquisition of car parking spaces at Waterbeach Station Car Park (land parcel 700) – the parties have agreed to enter into a lease and the associated side agreement which provides that:</p> <ul style="list-style-type: none"> <li>• no part of the land which is subject to the lease will be acquired compulsorily (notwithstanding provisions of the Order); and</li> <li>• the exercise by NR of the powers and rights under the Order will be subject to the terms of the agreement.</li> </ul> <p>The lease has been executed on behalf of both parties and will be completed simultaneously with the side agreement. At the date of this Statement, the side agreement is with the Council for execution. Once the agreements have been sealed by the Council, NR will arrange execution on behalf of NR and the subsequent completion of both documents.</p>
100, 101 and 104	Randle Charles Roderick Feilden, Fiona Caroline Bryant and James Dougals Eden Bryant	<p>The following has been agreed with the relevant landowner on 30 September 2022:</p> <ul style="list-style-type: none"> <li>• Heads of Terms for the acquisition of land;</li> <li>• Licence Agreement for temporary access during the works period; and</li> </ul>



		<ul style="list-style-type: none"> <li>Licence Agreement for temporary access to obtain any surveys for the planning application.</li> </ul>
300, 305, 306 and 310	Philip David Woodley and Stephanie Hannah Woodley	Updated Heads of Terms were provided to the relevant landowner on 4 January 2022. NR is awaiting a response from the landowner's solicitor.
301, 302 and 311	Evan Richard Gard	Draft Heads of Terms were sent to the landowner on 4 December 2022 but are subject to further negotiations.
400, 404 and 406	Michael Mingay	Draft Heads of Terms were sent to the landowner on 17 October 2022, but are subject to further negotiations.
405, 411 and 412	Simon Fred Boyton Taylor	Draft Heads of Terms were sent to the landowner on 1 December 2022, but are subject to further negotiations.
600 and 602	Roy William Guy and Richard Donald Oughton	Discussions with the landowners are ongoing with a view of securing the necessary land take by private agreements.
805	Trevor James Smith and Davina Helen Harvey	Licence agreements sent to the landowner on 3 October 2022 and signed on 25 October 2022.
900, 903, 904, 905, 906, 907, 908 and 909	The Kilverstone Estate	Heads of Terms were agreed in October 2022, but await the final sign off by both parties. NR have recently met with the objectors' agent to agree a way forward. NR's proposal is that a side agreement is entered into ensuring that none of the landowner's land is acquired compulsorily pursuant to the provisions of the Order, in consideration of the landowner entering into the necessary private agreements.

### Compensation matters

- 6.26 Landowners who have land or an interest in land acquired from them, or their land used temporarily, will be entitled to compensation, and landowners whose property is affected by the works authorised by the Order may also be entitled to compensation in certain circumstances.
- 6.27 The draft Order, at articles 5 and 6, applies Part 1 of the Compulsory Purchase Act 1965 **[APP27]** and the 1981 Act which, through their application, have the effect of requiring NR to pay compensation to parties that qualify under what is termed the 'Compensation Code'. The Code is a combination of statutory provisions in a number of enactments and legal precedents. The draft Order also includes specific provisions around the calculation of compensation in this context, at article 10, covering the disregard of certain interests and improvements in the value of land retained by an affected landowner.

- 6.28 In addition, the draft Order expressly provides for the payment of compensation to any person that suffers loss through the exercise of the powers in articles 3 (stopping up of streets), 8 (temporary use of land in connection with the development), 9 (temporary use of land for oversailing and access) and 11 (extinction or suspension of private rights of way).

### **European Convention on Human Rights**

- 6.29 The powers over land sought in the draft Order are necessary to facilitate the construction, operation and maintenance of the Project. The land requirements have been carefully considered and limited as far as possible, to ensure they are proportionate.
- 6.30 The approach to be taken when considering the compulsory acquisition of land and rights is summarised in paragraph 12 of the Department for Levelling Up, Housing and Communities (DLUHC) July 2019 Guidance on Compulsory Purchase Process and the Crichel Down Rules **[APP26]**, which states that compulsory purchase powers should only be given where there is *"a compelling case in the public interest"*.
- 6.31 The Guidance makes it clear that an acquiring authority should be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected. In making this assessment, the person seeking to acquire the land should have regard, in particular, to the provisions of Article 1 of the First Protocol to the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention. These are summarised and considered below.
- 6.32 Article 1 of the First Protocol to the European Convention on Human Rights states that:
- "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by the law and by the general principles of international law.*
- The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties."*
- 6.33 Article 1 is a qualified right in that no one shall be deprived of his possessions *"except in the public interest and subject to the conditions provided for by law"*.
- 6.34 Whilst occupiers and owners of land will be deprived of their property if the Order is made, this will be done in accordance with the law. By enacting the 1992 Act, the Government has determined that, subject to procedural safeguards, it can be in the public interest for individuals to be deprived of their land for railway purposes. The Order is being pursued in the public interest as required by Article 1 of the First Protocol. The public benefits associated with the Project, which would be facilitated in part by the Order, are set out earlier in this Statement. NR considers that the Order will strike a fair balance between the public interest in the implementation of the Project and those private rights which will be affected by the Order.
- 6.35 In addition, as set out above, where land, or rights over land, are authorised to be compulsorily purchased by the making of the Order, compensation will be payable. Where disputes as to the amount of compensation arise, these may be referred for independent consideration by the Upper Tribunal.
- 6.36 NR considers that there is a compelling case in the public interest for compulsory acquisition powers to be granted as part of the order. The Order, including the requirement to pay compensation, strikes a fair and proportionate balance between the private interests of affected

landowners and the public interest in securing the benefits of the project. Therefore, the interference with Convention rights is justified.

## 7 JUSTIFICATION FOR SAFETY UPGRADES AT LEVEL CROSSINGS

### Level Crossings and NR's duties

- 7.1 Level crossings not only present a risk to the individual user but where they facilitate vehicular access over the railway, they also increase the likelihood of a potentially high-risk train accident and therefore, present one of the principal public safety risks on the railway. Each level crossing presents different arrangements and risks and therefore each level crossing is considered individually.
- 7.2 Level crossing safety is a priority for the ORR, the independent safety and economic regulator for Britain's railway. It is responsible for ensuring that railway operators comply with health and safety law. The ORR have recently issued their annual safety statistics, including accidents and safety incidents to passengers, workforce and members of the public. The report provides that level crossings continue to be a major source of risk on the railway. The moving annual average for all level crossing events had worsened by 15.9% by the end of the year and fatalities at crossings worsened considerably. There was a total of seven level crossing fatalities over the year. This is three more than last year and two more than each of the preceding years<sup>2</sup>.
- 7.3 NR have an explicit legal duty under the Health and Safety at Work etc. Act 1974 (**HSWA**) [APP28] to, so far as reasonably practicable, not expose passengers, the public and/or workforce to risk at NR level crossings.
- 7.4 In NR's experience, the most effective way of reducing level crossing risk is to eliminate the crossing completely by closing it. Where this cannot be done, NR will look at options to make the crossing safe. 'Enhancing Level Crossing Safety'<sup>3</sup> is NR's strategy to manage the safety and reliability of level crossings in Great Britain for the next 10 years. It is aligned to the rail industry strategy 'Leading Health and Safety on Britain's Railway'<sup>4</sup> which targets improved safety at level crossings as one of its 12 key priorities.
- 7.5 To inform the justification for the safety upgrade of a level crossing Risk Assessments are undertaken by NR and updated on an ongoing basis. The frequency at which NR 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.

### Level Crossings Risk Assessments

- 7.6 There are three aspects to a Risk Assessment which are carried out in respect of each level crossing, namely:
- a) On site data collection;
  - b) All Level Crossing Risk Model (**ALCRM**); and
  - c) Narrative Risk Assessment.
- 7.7 ALCRM is a web-based risk tool used by NR 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

---

<sup>2</sup> <https://www.orr.gov.uk/sites/default/files/2022-08/annual-health-and-safety-report-2021-22.pdf>

<sup>3</sup> <https://www.networkrail.co.uk/wp-content/uploads/2020/03/Enhancing-Level-Crossing-Safety-2019-2029.pdf>

<sup>4</sup> [Leading health and safety on Britain's railway-issue-3-november-2020.pdf \(rssb.co.uk\)](#)

with the highest risk for remedial measures. The ALCRM is used to provide a consistent basis for assessing risk at each level crossing so that NR can allocate resources to the highest risk crossings.

- 7.8 The risk assessments, as set out in ALCRM, are expressed in terms of the crossings risk to individual users (the Individual Risk Per Traverse) presented as a single letter (with A being the highest risk and M being the lowest risk).
- 7.9 The Narrative Risk Assessment (**NRA**) is based on two elements:
  - a) a quantitative one (calculated risk model using ALCRM); and
  - b) a qualitative one (structured expert judgement).
- 7.10 The full set of Risk Assessments produced by SOTERA Risk Solutions (SOTERA assessments) is enclosed with this Statement [**APP11 – APP17**]. Also enclosed [**APP43 – APP49**] are the individual Narrative Risk Assessments for each crossing which have been produced by the Level Crossing Manager (**LCM**) responsible for that particular crossing.
- 7.11 NR's level crossing team supports NR's level crossing risk management process by providing a consistent methodology for assessing the safety risks to crossing users, train passengers and train staff at level crossings on NR's controlled infrastructure.
- 7.12 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:
  - a) closure and re-routing;
  - b) closure and bridge/underpass; and
  - c) crossing upgrade.

#### AHB, MHB-OD and MHB-CCTV Crossings

- 7.13 Six of the seven level crossings for which powers are sought within the draft Order are Automatic Half Barrier (**AHB**) type crossings. An AHB crossing operates when an independent treadle arm located on the track is activated by being pushed down by the train wheels. This then activates the Red Traffic Lights, Yodal Alarms and half barriers located at the AHB and closes the highway, on the near side of each carriageway, to oncoming vehicles and pedestrians. When the train passes over the crossing another treadle is activated which then raises the barriers and resets the crossing back to its dormant state. This sequence of events is not interlocked with any signalling equipment and is, therefore, independent of that signalling. Therefore, once the treadle is activated, the train will pass over the crossing regardless of whether a vehicle or person may be stuck on that crossing.
- 7.14 The overall ALCRM for the entire network identifies that, while AHB crossings account for just 6% of the total estate, they hold 32% of total modelled risk, and 75% of AHB level crossings require the user to make the decision on whether it is safe to cross. AHB type crossings are, therefore, higher risk crossings compared to other types of crossings or full closures.
- 7.15 With an obstacle detection (**OD**) system, low and higher level radars scan the crossing and ensure the crossing is free from obstacles before the signalling system allows a train to pass over the crossing.

- 7.16 With a CCTV system the signaller visually checks the crossing on a CCTV monitor to ensure it is free from obstacles before pushing a "crossing clear button", which then activates the crossing.
- 7.17 Both systems are, therefore, interlocked and integrated to the signalling system thereby providing a much greater degree of protection for vehicle or pedestrian users as a train cannot pass over the crossing if it is obstructed in any way and both sides of the highway carriageway are barriered off to prevent any person or vehicle from entering the crossing.

#### Proposed upgrades

- 7.18 Current ALCRM Score for each level crossing, as well as the proposed upgrades are described in Table 9.
- 7.19 It is important to also note that each level crossing and its related equipment has an estimated life expectancy. This is defined through NR's use of the Signalling Infrastructure Condition Assessment (**SICA**) tool. The SICA renewal dates for each level crossing are also set out in Table 9.

*Table 9: Existing Level Crossings Type, ALCRM and Proposed Upgrade*

Name	Post Code	Existing Level Crossing Type	SICA Renewal Date <sup>5</sup>	ALCRM Score		Proposed Level Crossing Type
				Individual Risk Per Traverse <sup>6</sup>	Collective risk <sup>7</sup>	
Milton Fen	CB24 6AF	Automatic Half Barrier	2021	D	2	Manually Controlled Barriers monitored by Obstacle Detection ( <b>MCB-OD</b> )
Dimmock's Cote	CB6 3LJ	Automatic Half Barrier	2023	E	2	Manually Controlled Barriers monitored by Obstacle Detection

<sup>5</sup> Signalling Infrastructure Condition Assessment (SICA), namely date by which renewal of the crossing will be required as assessed by the Route Asset Management Team

<sup>6</sup> The Individual Risk Per Traverse (**RPT**) indicates how dangerous a crossing is regardless of usage level. RPT makes no assumptions about a 'typical user' and expresses risk in a numerical representation of FWI/Traverse. It is basically the measure of the likelihood of being truck/killed or injured by a train every time the crossing is traversed. It is presented as a single letter A to M (A is the highest risk, L is the lowest risk and M is zero risk (e.g.: temporary closed, dormant or crossings on mothballed lines))

<sup>7</sup> 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).

Six Mile Bottom	CB8 0UJ	Automatic Half Barrier	2029	H	4	Manually Controlled Barriers monitored by Obstacle Detection
Dullingham	CB8 9UT	Manned Gate (MGH)	2023	K	7	Manually Controlled Barriers monitored by Obstacle Detection
Croxton	IP24 2RQ	Automatic Half Barrier	2025	G	3	Manually Controlled Barriers monitored by Obstacle Detection
Waterbeach	CB25 9HS	Automatic Half Barrier	2021	D	2	Manually Controlled Barriers monitored by Obstacle Detection
Meldreth	SG8 6XA	Automatic Half Barrier	2029	D	2	Manually Controlled Barrier with Closed Circuit Television (MCB-CCTV)
Foxton (Hauxton Road Level Crossing)	CB22 5HJ	N/A – New REB only – no works to Foxton level crossing				

- 7.20 NR have considered a number of options to reduce the risk at each level crossing, which were considered at a series of workshops with the Project design team and NR Safety Review Panel. These options were largely consistent with the options put forward by the LCMs in their own individual NRAs.
- 7.21 The options considered to enhance safety at each of the level crossings are set out in detail in the relevant risk assessments [APP11 – APP17] a summary of the options and the conclusions of the Risk Assessments provided below. Up to date individual NRAs are also included for each crossing [APP43 – APP49] and several of these assessments have been conducted after the original SOTERA Risk Assessments were produced for this project.

### **Milton Fen**

- 7.22 Milton Fen Level Crossing is currently an AHB Level Crossing and is proposed to be upgraded to an MCB-OD Level Crossing.
- 7.23 The existing crossing has an ALCRM score of D2 with the collective risk rating of 2 identifying it as a very high risk crossing.
- 7.24 The overall conclusions of both the SOTERA and LCM assessments were that the very high levels of risk at Milton Fen mean that the upgrade to MCB-OD will significantly reduce the risk at the crossing (a reduction in the ALCRM Score to F5) and is, therefore, justified.
- 7.25 The most significant risk at Milton Fen is the volume of footfall which far outweighs the vehicle numbers – a full barrier solution offers total closure to vehicles and improves safety for all types of users.

### **Dimmock's Cote**

- 7.26 Dimmocks Cote Level Crossing is currently an AHB Level Crossing and is proposed to be upgraded to an MCB-OD Level Crossing.
- 7.27 The existing crossing has an ALCRM score of E2 with the collective risk rating of 2 identifying it as an extremely high-risk crossing.
- 7.28 The option of a like for like replacement of the existing AHB Level Crossing has been considered and concluded to be not viable as it presents a very high level of risk and has a history of accidents and misuse. Furthermore, renewal of a level crossing with an ALCRM score of E2 as an AHB would be contrary to NR's strategy of upgrading higher risk AHB level crossings.
- 7.29 The overall conclusions of both the SOTERA and LCM assessments were that the extremely high levels of risk at Dimmocks Cote mean that the upgrade to MCB-OD will significantly reduce the risk at the crossing (a reduction in the ALCRM Score to I4) and is, therefore, justified.

### **Six Mile Bottom**

- 7.30 Six Mile Bottom is an AHB Level Crossing and is proposed to be upgraded to an MCB-OD Level Crossing.
- 7.31 The existing crossing has an ALCRM score of H4 with the collective risk rating of 4 identifying it as a medium to high-risk crossing.
- 7.32 The option of a like for like replacement of the existing AHB type crossing has been considered and concluded to be not viable. Renewal of a crossing with an ALCRM score of H4 as an AHB crossing would be contrary to NR's strategy of upgrading medium/high risk AHB crossings when renewal is required.
- 7.33 The overall conclusions of both the SOTERA and LCM assessments were that the very high levels of risk at Six Mile Bottom mean that the upgrade to MCB-OD will significantly reduce the risk at the crossing (a reduction in the ALCRM Score to K6) and is, therefore, justified.

### **Dullingham**

- 7.34 Dullingham Level Crossing is currently an MGH Level Crossing and is proposed to be upgraded to an MCB-OD Level Crossing.



- 7.35 The existing level crossing has an ALCRM score of K7 with the collective risk rating of 7 identifying it as moderate risk crossing.
- 7.36 The overall conclusions of both the SOTERA and LCM assessments were that the moderate risk levels of risk and the high operational cost of the MGH crossing type at Dullingham mean that the upgrade to MCB-OD will significantly reduce the risk to both NR members of staff and the general public (a reduction in the ALCRM Score to J6, which is an average score for a CCTV crossing) and reduce the operational cost of the crossing and is, therefore, justified.

### **Croxton**

- 7.37 Croxton is an AHB level crossing and is proposed to be upgraded to an MCB-OD level crossing.
- 7.38 The existing crossing has an ALCRM score of G3 with the collective risk rating of 3 identifying it as a very high-risk crossing.
- 7.39 The overall conclusions of both the SOTERA and LCM assessments were that the very high levels of risk at Croxton mean that the upgrade to MCB-OD will significantly reduce the risk at the crossing (a reduction in the ALCRM Score to K6) and is, therefore, justified. An additional benefit of providing the MCB-OD solution at this crossing is that the ORR will sanction the removal of both 40mph Temporary Speed Restriction on the Up and Down lines that have been in place since 27 August 2012 costing over 10,500 delay minutes each year. Line speed can then be restored back to its 60mph limit.

### **Waterbeach**

- 7.40 Waterbeach Level Crossing is currently an AHB Level Crossing and is proposed to be upgraded to an MCB-OD Level Crossing.
- 7.41 The existing crossing has an ALCRM score of D2 with the collective risk rating of 2 identifying it as an extremely high-risk crossing.
- 7.42 The option of a like for like replacement of the existing AHB crossing has been considered and concluded to be not viable as it presents a very high level of risk and has a history of accidents and misuse. Furthermore, renewal of a crossing with an ALCRM score of D2 as an AHB would be contrary to NR's strategy of upgrading higher risk AHB level crossings. The proposed upgrade is, therefore, justified.

### **Meldreth**

- 7.43 Meldreth Level Crossing is an AHB Level Crossing and is proposed to be upgraded to an MCB-CCTV Level Crossing.
- 7.44 The existing crossing has an ALCRM score of D2 with the collective risk rating of 2 identifying it as a very high-risk crossing.
- 7.45 There is a potential to control the Meldreth Level Crossing from Foxton gate box at little or very low operational cost. However, operationally, having the same type of crossing as Shepreth Station (also an MCB-CCTV type crossing) is more straightforward. An MCB-CCTV crossing is therefore concluded to have a slightly lower capital cost, similar operational cost, and some operational simplicity benefit from having two similar type crossings between shared protecting signals.



- 7.46 The overall conclusions of both the SOTERA and LCM assessments were that the very high levels of risk at Meldreth crossing mean that the upgrade to an MCB-CCTV crossing will significantly reduce the risk at the crossing (a reduction in the ALCRM Score to H4) and is, therefore, justified.

## **8 CONSULTATION ON THE PROJECT**

### **Public consultation**

- 8.1 The local community has been engaged on the Project through information in local media and information on NR's website.
- 8.2 A single round of public consultation was carried out in March 2021. Noting Government Covid restrictions in place at the time, this event was undertaken primarily using digital techniques through NR Citizen Space and the Project website.
- 8.3 The event was publicised through a number of traditional consultation methods including leaflet drops, media advertisement and information boards at relevant stations.
- 8.4 The digital approach was supplemented by more traditional methods of consultation such as offers of direct written, e-mail or telephone correspondence with the Project Stakeholder Manager.
- 8.5 Presentations to key stakeholders including the local planning and highways authorities as well as local councillors were undertaken in January/February 2021 prior to the public consultation.
- 8.6 An information event concerning the final details of the Project and the Order was held in Autumn 2022.
- 8.7 NR remains committed to ongoing consultation and engagement with interested parties. This will continue as the Order progresses through the procedures process and beyond to completion of the Project.

### **Statutory consultation**

- 8.8 At the same time as the public consultation, statutory consultation in line with Schedules 5 and 6 of the 2006 Rules was also undertaken with:
- a) any landowners (or tenants or those with rights in same) potentially affected by the Project – undertaken by NR's agent (Brown and Co) and NR Property and Liabilities teams (Eastern Region);
  - b) any statutory bodies such as the Environment Agency, Natural England and Historic England, as well as other statutory consultees such as the Office of Rail and Road – undertaken by NR's Portfolio and Consent Managers along with their Transport Consultant (Modelling Group) and Consent Manager and the Projects Stakeholder Manager;
  - c) key stakeholders such as the local planning and highways authorities – undertaken by NR's Portfolio and Consent Managers along with their Transport Consultant (Modelling Group) and the Projects Stakeholder Manager; and

- d) strategic stakeholders such as MPs, Local Councillors and Parish Councils – undertaken by the Projects Stakeholder Manager and the Senior Communications Manager (Anglia).

## 9 FUNDING

As stated in the Funding Statement [APP6] the Project, including the Order Scheme inclusive of compensation and any acquisition of blighted land) is fully funded by the UK Government to the total estimated costs of £193.449m.

## 10 PROJECT DELIVERY

- 10.1 The £130 million contract to undertake development of the detailed design, delivery and commissioning of the Project was awarded to Alstom in February 2022.
- 10.2 Alstom will deliver the complete renewal of the signalling system for the Cambridge area to replace the existing equipment which was installed in the early 1980s and the undertake the level crossing upgrade works.
- 10.3 The following high level construction programme for the level crossing upgrade works has been produced on an assumed level of access that is to be agreed with the train and freight operators, as well as being subject to the ongoing private agreements negotiations. This logic will be further developed in line with design progressing during the detailed design stage (GRIP5).
- 10.4 The pre-commissioning stage of the works (this includes constructing the equipment ancillary works) will take place first with the commissioning stage (where the level crossing upgrades will be integrated into the wider signalling system and tested to verify project specification requirements are met) following, as set out in Table 10.

Level Crossing	Pre-commissioning	Commissioning
Meldreth	Quarter 4 2023/Quarter 1 2024	Quarter 1 2024
Milton Fen	Quarter 2 2024	Quarter 2 2024
Waterbeach	Quarter 2 2024	Quarter 2 2024
Dimmocks Cote	Quarter 2 2024	Quarter 2 2024
Croxton	Quarter 2 2024	Quarter 2 2024
Dullingham	Quarter 4 2024	Quarter 4 2024
Six Mile Bottom	Quarter 4 2024	Quarter 4 2024

## 11 OBJECTIONS AND REPRESENTATIONS

- 11.1 The Application was submitted to the Secretary of State on Friday 5 August 2022.
- 11.2 Any objections to, or other representations about, the proposals in the Application were to be sent to the Secretary of State for Transport by Friday 23 September 2022.

- 11.3 By the close of the objection period 30 letters of objection and 5 representations were received by the Secretary of State. Of the 30 objections, 5 were from 'statutory objectors' for the purposes of section 11(4) of the 1992 Act. An objection was also received from Mr Parmee and was initially treated as a statutory objection, but is no longer treated as such as described below.
- 11.4 The objections and representations are summarised in Table 12 and 13 below together with NR's comments on the same by reference to paragraphs within this Statement of Case.

#### **Statutory Objectors**

- 11.5 Out of 30 letters of objection received in relation to the Application, five objections were received from statutory objectors whose land is proposed to be acquired compulsorily pursuant to the provisions of the Order.

#### *Cambridgeshire County Council*

- 11.6 Cambridgeshire County Council (**CCC**) submitted a holding objection in relation to:
- a) the extent of the stopping up powers sought within the draft Order; and
  - b) proposed temporary use of car parking spaces at Waterbeach Station Car Park.
- 11.7 Since submission of the Application, NR has held a number of workshops with CCC's highways and road safety teams (on 16 August 2022, 22 September 2022 and 18 November 2022) to discuss the extent of the stopping up powers required for the Project. More detailed design layouts in CAD drawings, topographical surveys and further details of road safety arrangements have been provided to CCC as part of these workshops and through e-mail correspondence.
- 11.8 CCC's comments have been carefully reviewed by NR, taken on board and incorporated into revised designs, which were issued to CCC for approval.
- 11.9 At the date of this Statement CCC's approval of the revised designs is still pending approval. However, provided CCC has no objections to the proposed revisions, NR will arrange for the draft Order, as well as the associated plans, to be amended accordingly.
- 11.10 In relation to the proposed temporary use of the CCC's property, known as car parking spaces at Waterbeach Station, a lease document has been agreed between NR and CCC. The lease will be accompanied by a Side Agreement (to be completed simultaneously with the lease) which will restrict exercise of the Order powers against any land of CCC which is subject to the lease.
- 11.11 At the date of this Statement the side agreement is with the Council for execution. As soon as the side agreement have been signed by the Council, NR will arrange for it to be executed on behalf of NR and completed simultaneously with the lease.

#### *Norfolk County Council*

- 11.12 Similarly to CCC, Norfolk County Council (**NCC**) requested further information in relation to the extent of the stopping up powers sought within the draft Order.
- 11.13 NR attended a workshop with NCC in November 2022 to discuss the extent of the stopping up powers required for the Project. NCC's comments have since been taken on board and revised designs issued to NCC for their approval.

- 11.14 Following the above information being provided, NCC has confirmed in writing that they are happy to remove their objection to the Order, subject to the details set out in NR's letter dated 19 January 2023. Confirmation of this has been provided by the Council to the DfT TIPU.

*Greater Cambridge Shared Planning Service*

- 11.15 The Greater Cambridge Shared Planning Service's (**GCSPS**) holding objection relates to potential traffic and environmental impacts of the proposed level crossings upgrades. GCSPS has also questioned NR's planning strategy.
- 11.16 NR submitted its formal response to GCSPS's holding objection on 8 December 2022.
- 11.17 NR considers that, while powers sought in the Order and the need for planning permission are linked, the correct consent regime for consideration of the issues raised by GCSPS is through the Town and Country Planning Act 1990 regime. As part of the Town and Country Planning Act regime, NR have undertaken and provided full traffic and environmental assessments in line with the relevant local planning authorities' validation lists for consideration by GCSPS. NR will continue to work with GCSPS to address any further requests for information and as part of the statutory consultation process that accompanies applications for the planning permissions (as further outlined above).

*J Cole (Kilverstone Estate) – Gary Jon Bowman: The Right Honourable Patrick Vavasour Fourth Baron Fisher of Kilverstone and Mills & Reeve Trust Corporation Limited (Estate)*

- 11.18 NR's property team has been liaising with the Estate and their agent in relation to an unrelated development scheme to the west of level crossing. As part of this negotiation, the parties agreed Heads of Terms which deal with, amongst other things, the proposed land take at Croxton Level Crossing sought under the Order.
- 11.19 As at the date of this Statement the Heads of Terms agreed with the Estate await final sign off by both parties. NR also recently met with the Estate to discuss removal of their objection and proposed that a side agreement is entered into to provide the Estate with the necessary comfort and restrict NR's powers to acquire any part of the Estate's land at the Croxton Level Crossing, notwithstanding provisions of the Order. As at the date of this Statement, NR is still awaiting the Estate's comments on their proposals.

*Mr Philip David Woodley*

- 11.20 NR's property team has been liaising with Mr Woodley in relation to the proposed construction works, as well as future access to Mr Woodley's property and 1 Station Cottages. As part of this negotiation, updated Heads of Terms were provided to Mr Woodley on 4 January 2023 and, at the date of this Statement, NR is awaiting approval of the same.

**Non-statutory objectors**

*Upgrade of Meldreth Level Crossing and potential traffic impacts*

- 11.21 The vast majority of objections received in relation to the Application relate to the proposed upgrade of Meldreth Level Crossing from an Automatic Half Barrier Crossing to a Manually Controlled Barrier with Closed Circuit Television. Objections also raise the potential traffic impacts of the upgrade resulting from longer barrier downtimes.
- 11.22 The issues raised in the objections do not relate to the powers proposed to be authorised by the Order, but planning permissions and deemed planning permissions which will authorise

works required as part of the Project (as further outlined above). Accordingly, it is considered that these issues are more appropriately considered and dealt with through the Town and Country Planning Act 1990 process and the related statutory consultation process.

- 11.23 Nonetheless, NR acknowledges that in making the case that there is a compelling case in the public interest for the grant of powers under the Order, it will need to address the merits and benefits of the proposed level crossings upgrades.
- 11.24 Prior to the Application being submitted NR sought to provide all interested parties with further information in relation to the proposed upgrades through the public consultation exercise in March 2021 and through undertaking Traffic Modelling, which was made available through the Project website. Interested parties were also provided with further information through a Frequently Asked Questions document (also made available via the Project website), and NR wrote and spoke to individual objectors.
- 11.25 Information in relation to the potential wider environmental impacts has also been considered through the environmental assessment process, which accompanies applications for planning permission submitted in relation to the Project.
- 11.26 In terms of the potential traffic impacts of the proposed level crossing upgrade, NR has undertaken Traffic Surveys and Modelling to assess the potential impacts of the increased barrier downtimes as each level crossing on all roads, users and the surrounding highway network. Meetings were also held throughout 2021/2022 with the affected highway authorities to agree the methodology for the Traffic Modelling. Traffic Surveys were subsequently undertaken in July 2021.
- 11.27 The following documentation and assessments have been produced and provided to the affected highways authorities:
- a) Level Crossing Study – Modelling Methodology;
  - b) Level Crossing Study – Local Model Validation; and
  - c) Level Crossing Study – Performance Report
- 11.28 The above was also made available via the Project website.
- 11.29 The Traffic Modelling **[APP42]** was based on 'do nothing' (which assessed the scenario with no upgrade, but including future traffic demand) and 'do something' (which included the proposed upgrade to MCB-CCTV level crossing, as well as future traffic demands) scenarios against the existing situation. These scenarios were then used to assess the network performance including the average delays that may be experienced by road users. The agreed scenarios for Meldreth level crossing are shown in Table 11 below with the increased barrier downtimes shown for each scenario.

*Table 11: Traffic Modelling Scenarios for Meldreth*

Scenario	Period – AM and PM	No. of times barrier called within period	Average Barrier Downtime (seconds)
<b>Base Model - Existing Barrier Downtime</b>	AM Peak - 08:00 to 09:00	10	62
	PM Peak - 16:30 to 17:30	9	62

<b>Do-Nothing scenario - No barrier upgrade and future traffic demand</b>	AM Peak - 08:00 to 09:00	12	62
	PM Peak - 16:30 to 17:30	10	62
<b>Do-Something Scenario - future traffic demand and proposed barrier upgrade</b>	AM Peak - 08:00 to 09:00	12	169
	PM Peak - 16:30 to 17:30	10	169

- 11.30 For the above scenarios the modelling shows that the 'do something' scenario would result in the existing 62 second barrier downtime increasing to 169 seconds in both the AM and PM peak – Downtimes would differ throughout the day depending on train timetables but these scenarios were modelled for both the AM and PM 'Peak' traffic periods to illustrate a reasonable worst case scenario.
- 11.31 Based on the above barrier downtimes and scenarios, an assessment of network performance on the road was undertaken. This showed that the average delay at Meldreth Road after the upgrade will increase as shown below:
- a) in the AM Peak the average delay will increase from the existing figure of 63.9 seconds to 91.8 seconds (an increase of 27.9 seconds);
  - b) in the PM Peak the average delay will increase from the existing figure of 50.8 seconds to 72.3 seconds (an increase of 21.5 seconds).
- 11.32 The Traffic Modelling also shows the following impacts resulting from the proposed upgrade:
- a) modest increases in the average and maximum queue lengths at the crossing. The highest increase is 52 metres, which is observed for the westbound direction in the AM peak. This equates to approximately 9 vehicles; and
  - b) the proposed upgrade will have a minimal impact on eastbound journey times (2 seconds) with an approximate 65 second delay to westbound traffic, which is not considered significant.
- 11.33 In summary the risk to public safety at level crossings depends on their configuration the volume of pedestrian and vehicle traffic traversing the crossing, and rail traffic and has been assessed through the Risk Assessment Method as noted above. The only way to eliminate this risk completely is to close each crossing.
- 11.34 However, as further identified above, in relation to Meldreth Level Crossing, NR consider its closure impracticable given the impact on local road networks, the distance to nearby level crossings and the related costs with greater potential environmental and social impacts.
- 11.35 NR's proposals to upgrade this level crossing therefore involves striking a balance between the convenience to local communities in being able to cross a railway and maintaining public safety in line with NR's legal requirements.
- 11.36 On balance, it is considered that the proposal will increase safety at this location and result in the least environmental and social impacts, noting that a 'Do Nothing' Scenario is not considered viable based on the existing ALCRM score (D2) at the level crossing.

- 11.37 The proposed MCB-CCTV option is considered to have a slightly lower capital cost, similar operational cost and some operational simplicity benefits resulting from having two similar type crossings between shared protecting signals. For these reasons, an MCB-CCTV type crossing is the preferred option at Meldreth Level Crossing.

*Alex Parmee*

- 11.38 Mr Parmee submitted an objection based on the traffic and environmental impacts of the proposed upgraded barrier at Meldreth level crossing. The objection also argued that land which is proposed to be acquired permanently pursuant to the provisions of the Order (land parcel 55) is within Mr Parmee's ownership boundary.
- 11.39 At the date of receipt of Mr Parmee's objection, the extent of his interest in the Order land was unclear. Accordingly, Mr Parmee was initially treated as a statutory objector for the purposes of the Order.
- 11.40 To clarify extent of Mr Parmee's land ownership both NR and Mr Parmee submitted applications to the Land Registry with a view to settling the question of ownership. The Land Registry has subsequently confirmed that the register has been updated and the Register now shows the full extent of land parcel 55 as owned by NR.
- 11.41 Therefore, at the date of this Statement of Case, Mr Parmee does not hold any interest in the Order Land. As such, he is no longer considered to be a statutory objector. Nevertheless, NR is continuing to engage with Mr Parmee with a view to ensuring his outstanding concerns are met and his objection to the Order withdrawn.

Table 12: Summary of objections

Objection		Grounds of Objection	NR's Position
<b>OBJ 01</b>	<b>E Spain</b>	No safety case for a double barrier at Meldreth Road Level Crossing. Increased downtime will result in air pollution and inconvenience to residents, as well as speeding to get across the Level Crossing.	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 02</b>	<b>G Goodchild</b>	<p>Objection to the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• there have been no incidents at the existing Level Crossing in 30 years;</li> <li>• the proposed changes will result in inconvenience to residents;</li> <li>• there has been no proper consultation in relation to the proposed changes;</li> <li>• vehicles often ignore box junctions.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 03</b>	<b>D Smith</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• there is already a full barrier at the other crossing in Shepreth and the waiting times are unacceptable;</li> <li>• there are no reasons for the proposed upgrade;</li> <li>• increased downtime is likely to result in air and noise pollution as well as frustration of drivers, cyclists and pedestrians.</li> </ul> <p>Request for information in relation to costs of the proposed works.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 04</b>	<b>J Burn</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• dramatic increase in waiting times;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case



Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>speeding;</li> <li>no safety justification for the proposed upgrade;</li> <li>no proper consultation</li> </ul>	
<b>OBJ 05</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>excessive traffic delays already occur at Foxton (A10) and Shepreth stations;</li> <li>a full barrier at the Meldreth Road (Shepreth) crossing would compound traffic flow further;</li> <li>traffic held up at crossing for a long duration encourages speeding.</li> </ul> <p>Explanation required:</p> <ol style="list-style-type: none"> <li>On the table "Impact to Level Crossings" – is this chart a desktop analysis or based on real life data?</li> <li>What the heading Queue length means? Also journey time and average delay.</li> </ol>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 06</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>existing crossing is safe and efficient and there are no reasons for the proposed upgrade;</li> <li>the proposed crossing will significantly extend waiting times, creating additional health and safety issues;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>the change would cause a built up of traffic on a dangerous bend (Meldreth side) – risk to pedestrians in the road;</li> <li>long queues would form and would be likely to block the flow of traffic at peak times (Shepreth side).</li> </ul>	
<b>OBJ 07</b>	<b>B Smith</b> Objection against the proposed upgrade of Meldreth Road Level Crossing – there have been no accidents attributable to the type of gate at the crossing in 40 years. Proposed upgrades will lead to longer downtimes which are already long.	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 08</b>	<b>T Davey</b> Objection against the proposed upgrade of Meldreth Road Level Crossing – whilst the risk assessment suggests that improvement should be made, there are no reported cases of near miss at the site. The length of time the double barrier is closed can be very long.	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 09</b>	<b>M Lynch</b> Objection against the proposed Meldreth Road Level Crossing upgrade – unnecessary as there are no recorded injuries at the crossing.	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 10</b>	<b>T Lynch</b> Objection against the proposed Meldreth Road Level Crossing upgrade. The proposed upgrade will increase journey times and is an unnecessary expense to achieve a needless safety objective. No recorded injuries at the Level Crossing.	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 11</b>	<b>R Faires</b> Objection against the proposed Meldreth Road Level Crossing upgrade: <ul style="list-style-type: none"> <li>no proper consultation;</li> <li>no proper modelling of the impact of the proposal;</li> <li>no safety reason for the proposed LX works;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>significant impacts on journey times, emergency services routes and locals;</li> <li>there is a requirement for NR to identify complex track and signalling layouts which may lead to the excessive warning times as experienced in Shepreth, which are expected to occur at the Meldreth road crossing.</li> </ul>	
OBJ 12  <b>B Pankhurst</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>the existing barriers are efficient and there have been no historic incidents since 1995;</li> <li>the proposed upgrade will result in increased downtime.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
OBJ 13  <b>A Parmee (owner of 55 Meldreth Road – directly adjoining the railway)</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>no reason for upgrade – Level Crossing performs well as is;</li> <li>increased downtimes will lead to increased speeding;</li> <li>barrier down time findings in NR's analysis are incorrect;</li> <li>increased barrier downtime will make access to the objector's property more challenging;</li> <li>queues will create environmental pollution;</li> <li>proposals will result in the light pollution;</li> <li>larger crossing and new service yard will lead to a greater number of vehicles movements throughout the night;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>proposed CCTV will affect the objector's privacy;</li> <li>proposed works will result in removal of well-established trees between the objector's property and the railway</li> </ul> <p>Areas which are proposed to be permanently acquired are within the objector's boundary and there has not been sufficient engagement from NR in relation to these parcels of land.</p>	
OBJ 14	<p>Objection to changing Waterbeach Level Crossing from AHB to MBC-OD:</p> <ul style="list-style-type: none"> <li>increased downtime;</li> <li>modelling is inconsistent.</li> </ul>	As outlined in paragraphs 7.40 - 7.42 of this Statement of Case
OBJ 15	<p>Submissions:</p> <ul style="list-style-type: none"> <li>not enough information has been provided to assess the likely impacts of the proposed Scheme on their Estate and on the farm operations carried out on the Estate;</li> <li>unclear what are the likely heritage impacts of the Scheme on the pill box at Croxton Level Crossing (Norfolk Historic Environment Record 15052) – whilst outside order limits, physically within the boundary of Plot 905 and will be in close proximity to the Scheme works at Croxton;</li> <li>Croxton LX is used by agricultural vehicles – upgraded Level Crossing will increase the average and maximum queues of traffic at the crossing and will a direct effect on the operational works of the Estate;</li> </ul>	As outlined in paragraphs 11.18 - 11.19 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>• impact on the setting of the World War II pill box w/h Plot 905 – Heritage Statement required.</li> </ul> <p>Objections:</p> <ul style="list-style-type: none"> <li>• Compulsory acquisition of land – unclear why such a significant part needs to be acquired and how it is proportionate to the Croxton LX works that are envisaged;</li> <li>• Impact of the Scheme on the Estate and lack of information (as further outlined above). The Estate owners are also concerned that the Scheme works will disrupt timing when harvesting crops;</li> <li>• Impact of the Scheme on the setting of a heritage asset (as further outlined above).</li> </ul>	
OBJ 16	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• unnecessary – no incidents at the crossing;</li> <li>• increased downtime resulting in people speeding to avoid waiting;</li> <li>• proposed changes worse for the local residents.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
OBJ 17	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• no proper consultation or local awareness;</li> <li>• flawed analysis - traffic modelling is incorrect;</li> <li>• minimal/nil actual risk on rail;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>• increase to risk on road and to the community in emergencies;</li> <li>• reduction of rail use</li> </ul>	
<b>OBJ 18</b>  <b>A Davis</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• the Level Crossing will become more dangerous as pedestrians often climb over the barrier;</li> <li>• people speeding to avoid long waiting times;</li> <li>• unnecessary to upgrade the crossing as there is no history of accidents.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 19</b>  <b>Cambridgeshire County Council</b>	<p>Scheme supported in principle, but objection on the basis of ensuring that the Council's position is protected:</p> <ul style="list-style-type: none"> <li>• Council unable to determine the extent to which the plans impact on its assets;</li> <li>• concerns that the proposed Order will negatively impact users of the public highway in terms of accessibility and safety;</li> <li>• land parcels 005, 006 – stopping up considered unnecessary as proposed works can be delivered through an ordinary street works permit;</li> <li>• land parcel 009 – proposed stopping up is excessive and may prejudice against the future management of the verge on the approach to the level crossing, and access to the adjacent ditch for maintenance by the adjoining private landowner;</li> </ul>	As outlined in paragraphs 11.6 - 11.11 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>land parcels 304, 401, 402, 403, 601, 603 – proposed stopping up is immediately adjacent to the carriageway – concerns in relation to safety, visibility and access implications of the proposals;</li> <li>land parcels 703 and 704 – proposed stopping up areas encroach into the pre-existing footways which present a safety and access concern.</li> </ul> <p>Council believes it necessary to seek protection of its highway assets, but remains hopeful that satisfactory amendments can be made to the draft Order. The Council is also prepared to reconsider its objections if sufficient information is provided by NR to justify that the stopping up proposals do not cause the concerns raised above.</p> <p>Council hopes for a consistent dialogue in relation to the impact the crossing scheme may have on traffic.</p>	
<b>OBJ 20</b>	<p><b>Norfolk County Council</b></p> <p>Concerns in relation to the proposed acquisition of plots 902, 908 (in part) and 909 (in part) where the plots overlap with the Highway boundary.</p> <p>Concerns raised with regard to stopping up and the erection of a fence or similar structure in areas of highway in 902, 908 and 909 as these are likely to diminish the available visibility from the existing agricultural accesses onto the highway, which would be detrimental to highway safety.</p>	As outlined in paragraphs 11.12 - <b>Error! Reference source not found.</b> of this Statement of Case
<b>OBJ 21</b>	<p>Objection against the proposed upgrade of Meldreth Road Level Crossing:</p> <ul style="list-style-type: none"> <li>increased downtime (50-second cycle would be four minutes);</li> <li>no need to replace accident-free crossing;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>proposed upgrade and the associated increase in downtime will increase the risk of people trying to "jump" the crossing.</li> </ul>	
<b>OBJ 22</b>  <b>P Woodley</b>	<p>Objection against the proposed compulsory acquisition of the objector's land/right, as well as the proposed works:</p> <ul style="list-style-type: none"> <li>the proposed acquisition will have a large impact on how the land is currently used (as a parking area);</li> <li>new NR equipment will impede vision of entering and exiting the objector's property;</li> <li>the objector will lose a car parking space to accommodate their neighbours right of way;</li> <li>increased risk of misuse of the objector's land to optimise the neighbour's parking – negative impact on relationship and mental health;</li> <li>privacy concerns in relation to the new pedestrian access for maintenance of the new barriers and wigwags going through the objector's property;</li> <li>privacy concerns in relation to the proposed changes to the existing right of way (private – neighbour);</li> <li>risk of vandalism/theft;</li> <li>disturbance from new signals which will sound for longer periods;</li> </ul>	As outlined in paragraphs 6.25 and 11.20 and table 8 of this Statement of Case



Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>• safety concerns – no clear plans on how the machinery, equipment and materials will be made safe whilst the work is being carried out and how the barrier machines will be secured once in place;</li> <li>• not enough negotiation and time to consider NR proposals;</li> <li>• devaluation of the objector's property.</li> </ul>	
<b>OBJ 23</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade as it will result in an increased downtime.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 24</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• changes not required – the crossing has no historical problems and is seldom used by pedestrians;</li> <li>• the proposed changes will cause a dangerous 'rush to cross' the crossing to avoid delays and will send traffic to minor roads and villages not designed for heavier usage.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 25</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• proposal will increase congestion, increase the difficulty of traffic flow and the risk of speeding;</li> <li>• deterioration in air quality;</li> <li>• risks will outweigh the minimal safety benefits;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection	Grounds of Objection	NR's Position
	<ul style="list-style-type: none"> <li>• conclusion that the effects on the village will be "minimal" is flawed and is based on an incorrect analysis; and</li> <li>• the Parish Council requires consistent data specific to the Meldreth Road and Shepreth crossings to be collected, analysed and presented in a transparent and accessible manner before any final decision is made.</li> </ul>	
<b>OBJ 26</b>	<p>Objection against the proposed upgrade of Meldreth Road Level Crossing – the proposed upgrade will increase problems with traffic in the village and will increase traffic congestion.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 27</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• increased downtime which will constitute a significant difference;</li> <li>• no data provided on the impact of the changes on local traffic;</li> <li>• the proposed full barrier will not provide any improvements – there are no reductions in risk;</li> <li>• increased downtime is likely to result in more people speeding through the barrier.</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>OBJ 28</b>	<p>Partnership objects to "the continuing failure of NR to consult with members of the local community, and its reliance on inaccurate and contradictory data pertaining to Level Crossing crossing safety data, in its case for Meldreth Road Level Crossing upgrade.</p> <p>Request for meaningful response to concerns and challenged raised in the original consultation response submitted to C3R in 2021.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Objection		Grounds of Objection	NR's Position
<b>OBJ 29</b>	<b>J Beckett</b>	Concern over the proposal to replace half barrier level crossings and install full barrier level crossings. The wait time are considerably longer leaving frustrated car drivers, pedestrians and cyclists.	
<b>OBJ 30</b>	<b>V Davies</b>	<p>Objection against the proposed Meldreth Road Level Crossing upgrade:</p> <ul style="list-style-type: none"> <li>• proposed changes are unnecessary and unwanted;</li> <li>• locals have not been given adequate chance to object;</li> <li>• increased down time will cause congestion on the Shepreth side of the crossing (pas houses where people already have to park on the street);</li> <li>• on the Meldreth side it will cause pollution and congestion near the L-Moor nature reserve;</li> <li>• will make journeys "untenable";</li> <li>• the proposed upgrade will increase the risk of accidents (as people race to get over the crossing).</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

Table 13: Summary of representations

Representation		Grounds/comments	NR's Position
<b>REP01</b>	<b>D Marsh</b>	<p>Objection against the proposed upgrade of Meldreth Road Level Crossing:</p> <ul style="list-style-type: none"> <li>• the proposed upgrade is unjustifiable;</li> </ul>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

		<ul style="list-style-type: none"> <li>• there have not been any incidents at the Level Crossing;</li> <li>• the argument about safety of pedestrians "does not make sense" as there are no pavements on the Meldreth side of the crossing;</li> <li>• the proposal will result in an increased downtime;</li> <li>• unwelcome, costly and unnecessary change.</li> </ul>	
<b>REP02</b>	<p><b>Little Wilbraham and Six Mile Bottom Parish Council</b></p>	<p>It appears that all land outside the old station is being acquired compulsorily (cars are currently parked here for Station House and 1 Station Cottages) and the VISSIM model for SMB suggests there will be significant increased queue with the Do Something model, possibly justified (p39) because the longer barrier down time 'allows multiple trains to pass at once' – but this is a single track, with one train each way each hour.</p>	<p>The level crossing at Six Mile Bottom is proposed to be upgraded from a half to a full barrier solution. There is a half barrier currently installed on the south-west corner of the level crossing. Only land parcels 301 and 304 are being permanently acquired to allow for the installation of the full barrier on the south-east corner of the crossing. The remaining powers are sought on temporary basis to allow construction, with limited extent of rights being acquired permanently to allow provide permanent access for both NR and the landowners of Station House and 1 Station Cottages to maintain access and parking arrangements.</p> <p>Section 6.1.2 of the Performance Report – Level Crossing Study referred to was amended in November 2022 to address a drafting error in the report. This did not affect the modelling with a single track and the relevant train timetables used as its basis.</p>

<b>REP03</b>	<b>Sir and Lady D Wright</b>	<p>Objection against the proposed changes to Meldreth Road Level Crossing – local residents have not been provided with sufficient notice of the proposed change, which will cause considerable inconvenience to those traveling on Meldreth Road.</p> <p>Request that more comprehensive consideration is given to the proposal and fuller consultation undertaken with the local residents.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>REP04</b>	<b>S Hatton</b>	<p>Concerns raised in relation to the proposed changes to Meldreth Road Level Crossing at Shepreth.</p> <p>Request for evidence of the number of safety incidents recorded at the crossing.</p> <p>Concerns about the length of time the gates will be down compared to the current set up.</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case
<b>REP05</b>	<b>Greater Cambridge Shared Partnership</b>	<p>Joint representation on behalf of Cambridge City Council and South Cambridgeshire District Council.</p> <p>Overall the Councils support the aims of the scheme and representation submitted by way of a holding objection only.</p> <p>The Councils make no comment on whether or not the proposed works fall within PD and reserve their position with regard to the need for planning permission/other permissions.</p> <p>Cambridge City Council property services team has not been consulted on the site to the south of Long Road bridge.</p> <p>The Councils submitted representations to NR's public consultation in April 2021 and to the consultation on the EIA screening request in July 2021 and are concerned that NR has not given proper consideration to all the issues raised, which can be summarised as follows:</p>	As outlined in paragraphs 7.43 - 7.46 and 11.21 - 11.37 of this Statement of Case

		<ul style="list-style-type: none"><li>• strongly support the proposed signalling upgrades and the safety improvements to the LXs; However the principle of development should be balanced against the potential impacts of the scheme in terms of transport, access and safety, air quality and carbon emissions and other environmental impacts;</li><li>• further assessment is required of impact of barrier down time on traffic within the locality and the wider highway network including avoiding unforeseen impacts, and the resulting potential reduction in air quality and carbon emissions;</li><li>• further assessment is required of barrier down time and behavioural responses including additional risk taking, to ensure that improvements in rail safety should not result in a reduction in road safety;</li><li>• consider accessibility for pedestrians, cyclists and equestrians as well as those with reduced mobility affected by the proposed LX changes;</li><li>• further assessment of the impact of the conversion at Shepreth from half barrier to a full barrier on vehicles queuing in the village is required, including the combined impact with the existing full barrier within 500 metres on traffic;</li><li>• consider future upgrades to ensure passive provision is provided, including at Six Mile Bottom LX;</li><li>• diversion of the Definitive Line of the Public Footpath Waterbeach 21 should be regularised;</li><li>• consultation with Natural England is required on the potential impact of the works at Shepreth on the L-Moor SSSI and at Dimmock's Close (East Cambridgeshire) on Cam Washes SSSI;</li><li>• consultation with Historic England is required on the potential impact of works at Milton, Waterbeach and Little Shelford on Scheduled Ancient Monuments;</li></ul>
--	--	--

	<ul style="list-style-type: none"><li>the potential impact of the proposed development on protected species, listed buildings, Air Quality Management Zones, works within Flood Zones 2 and 3 should be assessed through information submitted with the appropriate consent applications.</li></ul> <p>The Councils have not received assurance from the Highways Authority that NR's modelling and the predicted impacts set out in the Traffic Modelling Report and a Level Crossing Study are supported.</p> <p>Methodology and conclusions set out in the risk assessments provided by NR are unclear. No acknowledgment has been made about the potential increase in risk from users seeking to cross before the barrier come down to avoid the longer wait times. NR required to provide satisfactory explanation of the risk assessment and the potential increase in risk resulting from the longer barrier down times.</p> <p>NR has not provided any assessment of the potential impact on air quality or carbon emissions. NR required to provide a satisfactory response including addressing the site-specific concerns raised by ward Councillors and Parish Councillors.</p> <p>The site to the south of Long Road bridge is within an area covered by a TPO. NR required to provide more information about the works in this area and an acceptable impact on protected trees.</p> <p>The Parish Council comment on the proposed upgrade of Meldreth Road LX – the Council is of the opinion that the proposal is under-researched and misleading and that a conclusion that will have a wide-ranging impact on the village is based on flawed data barely relevant to the LX in question. NR to provide transparent and proper analysis of site specific information for both Meldreth Road and Shepreth LXs before any final decision is taken.</p>	
--	--	--

**APPENDIX A****APPLICANT'S LIST OF DOCUMENTS**

The following is a list of documents which NR presently intends to refer to or put in evidence at the public inquiry. NR reserves the right to refer to further documents if and insofar as they may become relevant or necessary.

<b>Ref.</b>	<b>APPLICATION DOCUMENTS</b>
APP1	Draft Order
APP2	Explanatory Memorandum
APP3	Statement of Aims
APP4	Report summarising consultations undertaken
APP5	Declaration of the status of the Applicant
APP6	Funding statement
APP7	List of consents, permissions or licences under other enactments
APP8	Waiver direction given by the Secretary of State under rule 18 of the 2006 Rules
APP9	Land Plans
APP10	Book of Reference
	<b>SCHEME DEVELOPMENT DOCUMENTS</b>
APP11	Risk Assessment for Waterbeach AHB Level Crossing
APP12	Risk Assessment for Dimmocks Cote AHB Level Crossing
APP13	Risk Assessment for Milton Fen AHB Level Crossing
APP14	Risk Assessment for Meldreth AHB Level Crossing
APP15	Risk Assessment for Dullingham MCB Level Crossing
APP16	Risk Assessment for Six Mile Bottom AHB Level Crossing
APP17	Risk Assessment for Croxton AHB Level Crossing
	<b>LEGISLATION AND GUIDANCE (RELEVANT EXTRACTS)</b>
APP18	Transport and Works Act 1992 (Part 1 and Schedule 1)
APP19	Railways Act 1993 (Section 8)



APP20	The Railways and Other Guided Transport Systems (Safety) Regulations 2006
APP21	The European Union (Withdrawal) Act 2018 (Section 2)
APP22	Town and Country Planning (General Permitted Development) (England) Order 2015 (Part 8 and Part 18 of Schedule 2)
APP23	Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (S.I. 2006 No. 1466)
APP24	Transport and Works (Model Clauses for Railways and Tramways) Order 2006 (S.I. 2006 No 1954)
APP25	Transport and Works (Inquiries Procedure) Rules 2004 (S.I. 2004 No. 2018)
APP26	Guidance on Compulsory Purchase Process and Crichel Down Rules (MHCLG, July 2019)
APP27	Compulsory Purchase Act 1965 (Part 1)
APP28	Health and Safety at Work etc. Act 1974
	<b>NATIONAL AND LOCAL PLANNING AND TRANSPORT POLICIES AND STRATEGIES AND GUIDANCE</b>
APP29	National Planning Policy Framework
APP30	Government White Paper (Creating growth, cutting carbon: Making Sustainable Transport happen) (2011)
APP31	National Policy Statement for National Networks
APP32	Breckland Local Plan 2019
APP33	South Cambridgeshire Local Development Plan 2018
APP34	East Cambridgeshire Local Plan 2015
APP35	Draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan (May 2022)
APP36	Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), 2014
APP37	Transport Strategy for East Cambridgeshire 2016
APP38	Norfolk County Council Local Transport Plan 4 Strategy (July 2022)
	<b>OTHER</b>
APP39	Traffic Modelling

APP40	Croxton (Thetford Road), Level Crossing Upgrade – Planning, Design and Access Statement (December 2022)
APP41	Meldreth Road (Shepreth) Level Crossing Upgrade – Planning, Design and Access Statement (November 2022)
APP42	Hauxton Level Crossing Upgrade – Planning, Design and Access Statement (November 2022)
APP43	Milton Fen AHB Crossing – Level Crossing Narrative Assessment
APP44	Dimmocks Cote AHB Crossing – Level Crossing Narrative Assessment
APP45	Six Mile Bottom AHB Crossing – Narrative Risk Assessment
APP46	Dullingham MGH Crossing – Narrative Risk Assessment
APP47	Croxton AHB Crossing – Narrative Risk Assessment
APP48	Waterbeach AHB Crossing – Narrative Risk Assessment
APP49	Meldreth Road AHB Crossing – Narrative Risk Assessment

**APPENDIX B****LOCATIONS WHERE DOCUMENTS MAY BE INSPECTED**

As required by Rule 7 of the Transport and Works (Inquiries Procedure) Rules 2004 the documents which the Applicant intends to refer to or put in evidence at the forthcoming inquiry (as listed in Appendix A) will be available for inspection and (where practicable and subject to the payment of a reasonable charge) may be copied at the locations listed below.

These documents will be available from Monday 23 January 2023 until the date of commencement of the inquiry.

A copy of every Statement of Case served by any other party and every document served with them will also be made available at these locations once received and copied by NR.

<b>Location</b>	<b>Opening times</b>
Cambridge Central Library, 7 Lion Yard, Cambridge CB2 3QD	Monday, Tuesday and Friday – 9.30am – 7pm  Wednesday – 10.00am – 6pm  Saturday – 12.00 – 4pm
Thetford Library, Raymond Street, Thetford IP24 2EA	Monday to Friday – 10.00am – 7.00pm  Saturday and Sunday – 10.00am – 4.00pm

**EH3**



## **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))*

[This page left intentionally blank]

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022****Contents**

<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Background .....	1
1.2 Purpose of the Consultation Report .....	1
1.3 Structure of Report .....	2
<b>2. THE PROJECT .....</b>	<b>3</b>
2.2 Benefits of the Project .....	5
2.3 Physical Works – The Scheme.....	5
Upgrade of Level Crossings .....	6
<b>3. CONSENT FOR THE SCHEME AND RELATED CONSULTATION/ENGAGEMENT REQUIREMENTS .....</b>	<b>9</b>
3.2 Compulsory Acquisition of Land and Rights as part of the Order .....	9
3.3 Wider Pre-application Consultation and Engagement as part of the Order process.....	9
3.4 Planning Permission for Development .....	10
3.5 Pre-application Consultation and Engagement as part of the Town and Country Planning process .....	12
National Guidance .....	12
Local Planning Guidance.....	13
Non-Statutory Pre-application Engagement.....	14
Statutory Consultation on Planning Applications .....	15
3.6 Environmental Impact Assessment .....	15
Environmental Impact Assessment as part of the TWAO process .....	15
Environmental Impact Assessment as part of the TCPA and GPDO process .....	16
<b>4. STAKEHOLDER CONSULTATION AND ENGAGEMENT STRATEGY .....</b>	<b>17</b>
4.2 Impact of the Covid 19 Pandemic on Consultation and Engagement.....	17
4.3 Summary of Consultation and Engagement undertaken to date .....	18
<b>5. STATUTORY CONSULTEES .....</b>	<b>20</b>
5.2 Local Authorities - Local Planning Authorities .....	23
5.3 Local Authorities - Highways Authorities .....	27

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

Engagement with relevant Highways Authorities on Level Crossing Upgrades.....	27
Highways consultation as part of the March 2021 Public Consultation .....	29
5.4 Relevant Parish Councils .....	30
5.5 Relevant Statutory Undertakers .....	30
5.6 Statutory Bodies - Natural England, The Environment Agency and Historic England. ....	30
Response from Natural England.....	30
Response from Historic England .....	31
5.7 Other Schedule 5 and 6 Consultees.....	32
<b>6. LANDOWNERS POTENTIALLY AFFECTED BY THE ORDER (INCLUDING TENANTS, OCCUPIERS, AND PARTIES WITH PRIVATE RIGHTS OF WAY).....</b>	<b>33</b>
6.2 Consultation as part of earlier GRIP stages .....	33
6.3 Consultation Prior to Public Consultation (March 2021) .....	33
6.4 Consultation with affected Landowners Post Public Consultation (March 2021) .....	34
6.5 Adopted Highways land affected by the Order .....	34
<b>7. OTHER STRATEGIC STAKEHOLDERS .....</b>	<b>36</b>
7.2 DfT Transport Infrastructure Planning Unit (TIPU) .....	36
7.3 Local Ward Councillors .....	36
<b>8. PUBLIC CONSULTATION .....</b>	<b>37</b>
8.2 Seeking feedback from the relevant local authorities on the approach to consulting the local communities.....	37
8.3 Pre-public consultation activities .....	38
8.4 Public Consultation – March to April 2021 .....	39
8.5 Reviewing feedback from all consultees and grouping responses into themes/actions .....	40
8.6 Responses to ‘How do you feel about our proposals to upgrade the signalling in the Cambridge area?’ .....	40
Responses that Strongly Support/Support the proposals to upgrade the signalling in the Cambridge area .....	41



# Network Rail (Cambridge Re-Signalling) Order

## Consultation Report

July 2022

Responses that Do Not Support/Strongly Do Not Support proposals to upgrade the signalling in the Cambridge area .....	42
8.7 Responses to ‘ <i>How do you feel about the safety improvements to the proposed level crossings</i> ’ .....	45
Responses that Strongly Support/Support the Safety Improvements at the level crossings.....	45
Responses that Strongly Do not Support/Do not Support the Safety Improvements at the level crossings.....	46
8.8 Broad Themes highlighted as part of the Public Consultation .....	47
Milton Fen Level Crossing – Milton Fen Country Park Sports Lake development .....	48
Barrier Down Times and Wider Highways Impacts .....	48
Landowner Specific Commentary .....	50
Environmental Impacts.....	50
Specific Request for Further Information, Consultation Lacked Information and Level Crossing Risk Assessment Information Request .....	51
8.9 Information Round.....	51
<b>9. CONCLUSION.....</b>	<b>54</b>
9.1 The Order .....	54
9.2 Consultation and Engagement Strategy for the Project.....	54
9.3 Statutory Consultation as part of the Order .....	54
9.4 Statutory Consultation with directly affected landowners as part of the Order .....	55
9.5 Public Consultation as part of the Order and wider consenting process ....	55
9.6 Ongoing Consultation and Engagement.....	56

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

**July 2022**

## Appendices

**APPENDIX A - PROTECTED LEVEL CROSSING RISK ASSESSMENT AND ALCRM**

**APPENDIX B - CONSULTEES GARNERED FROM SCHEDULE 5 OF THE  
TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE)  
(ENGLAND AND WALES) RULES 2006**

**APPENDIX C - CONSULTEES GARNERED FROM SCHEDULE 6 OF THE  
TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE)  
(ENGLAND AND WALES) RULES 2006**

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

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

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

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

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

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

**APPENDIX J – SAMPLE CONSULTATION MATERIAL FOR LEVEL CROSSINGS**



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

**July 2022**

## **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.

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

**July 2022**

**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:

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

**July 2022**

**Table 1 - Level Crossing Upgrades/Enhancements**

<b>Name</b>	<b>Post code</b>	<b>Existing Level Crossing Type</b>	<b>Proposed Level Crossing Type</b>
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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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;

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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



[www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/](http://www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/)

<sup>4</sup> 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 .

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

**July 2022**

- 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.

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

**July 2022**

**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 TWAOR 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 TWAOR 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.

**Network Rail (Cambridge Re-Signalling) Order  
Consultation Report****July 2022**

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'<sup>5</sup> 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.

---

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

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

**July 2022**

**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"> <li>• Milton Fen;</li> <li>• Waterbeach;</li> <li>• Dullingham; and</li> <li>• Dimmocks Cote</li> </ul>	
3	Works as part of the following Level Crossing upgrades: <ul style="list-style-type: none"> <li>• Six Mile Bottom</li> <li>• Croxton; and</li> <li>• Meldreth</li> </ul>	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.	

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

**July 2022**

### **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 PPG<sup>6</sup> 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'<sup>7</sup>.

---

<sup>6</sup> Paragraph: 001 Reference ID: 20-001-20190315

<sup>7</sup> Paragraph: 003 Reference ID: 20-003-20140306



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

**July 2022**

**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	
Six Mile Bottom Level Crossing	CB8 0UJ		
Milton Fen Level Crossing	CB4 6AF		
Croxton Level Crossing	IP24 2RQ	Breckland Council	Breckland Statement of Community Involvement 2013
New/upgraded signalling works across route and works at Bury St Edmunds station area.	N/A	West Suffolk Council	West Suffolk Statement of Community Involvement December 2018

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



**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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 Assessment****Environmental 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

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

**July 2022**

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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022****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

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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:



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

**July 2022**

**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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022****Table 4 – Relevant Statutory Consultees under the TWA0 Rules 2006 including Schedules 5 and 6 of same**

<b>TWA0 Rules 2006 or Schedule Item</b>	<b>Consultees</b>	<b>List of Consultees considered relevant to the Scheme</b>
Rule 13 of the TWA0 Rules 2006	Every local authority to which the application relates	<ul style="list-style-type: none"> <li>• East Cambridgeshire District Council</li> <li>• South Cambridgeshire District Council</li> <li>• Breckland Council</li> <li>• Norfolk County Council</li> <li>• Cambridgeshire County Council</li> </ul> <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 TWA0 Rules 2006	Relevant Highways Authorities	<ul style="list-style-type: none"> <li>• Cambridgeshire County Council</li> <li>• Norfolk County Council</li> </ul>
Schedule 5 (Item 10) of the TWA0 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"> <li>• Milton Village Parish Council</li> <li>• Waterbeach Parish Council</li> <li>• Dullingham Parish Council</li> <li>• Shepreth Parish Council</li> <li>• Little Wilbraham Parish Council</li> <li>• Wicken Parish Council</li> <li>• Croxton Parish Council</li> </ul>

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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"> <li>• UKPN</li> <li>• Cadent Gas Limited</li> <li>• Eastern Power Networks PLC</li> <li>• British Telecommunications PLC</li> <li>• EE Limited</li> <li>• Virgin Media Limited</li> <li>• GTC</li> <li>• Trafficmaster Limited</li> <li>• Sky Telecommunications Services Ltd</li> <li>• Anglian Water Services Limited</li> <li>• South Staffordshire Water PLC</li> </ul>
Schedule 5 (Item 17)		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.
Schedule 5 (Item 23)		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.
Schedule 5 (Item 25)		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.

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.



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

**July 2022**

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

<b>Non-Statutory Consultees</b>	
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

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

**July 2022**

*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.



Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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"> <li>Natural England</li> <li>Cambridgeshire County Council (Highways Authority)</li> <li>The Environment Agency</li> <li>South Cambridgeshire and Cambridge City Council Health Development Officer and Ecology Department</li> </ul> <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"> <li>Environmental Health Team – South Cambridgeshire District Council</li> <li>Planning Policy Team – Greater Cambridge Shared Planning</li> <li>Conservation Team – Greater Cambridge Shared Planning</li> <li>Historic England</li> <li>Archaeology Team – Cambridgeshire County Council</li> <li>Transport Assessment Team – Cambridgeshire County Council</li> </ul>	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.
Breckland Council	3SR/2021/0003/SCR	<ul style="list-style-type: none"> <li>Norfolk County Council (Highways Authority)</li> <li>Highways England</li> <li>Natural England</li> <li>Norfolk County Council Natural Environment Team</li> </ul>	Negative EIA Screening
West Suffolk Council	DC211420	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. No consultees were therefore contacted.	
East Cambridgeshire District Council	22/00753/SCREEN	<ul style="list-style-type: none"> <li>Cambridgeshire County Council (Highways Authority)</li> <li>Natural England</li> <li>Lead Local Flood Authority</li> <li>Cambridgeshire Archaeology</li> <li>East Cambridgeshire District Council Environmental Health</li> <li>East Cambridgeshire District Council Asset Information Definitive Map Team</li> </ul>	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.

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

**July 2022**

*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 (EcIA) has been undertaken by Network Rails contractor for the Dimmocks Cote and Dullingham level crossing upgrades. The EcIA has reported no significant effects in relation to with an updated EIA Screening Request including the EcIA 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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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.

**Network Rail (Cambridge Re-Signalling) Order  
Consultation Report****July 2022****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





**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022****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 Rail's GRIP process – GRIP Stages 3 and 4 (2020 to present).
- 6.1.4 Ongoing land referencing has been undertaken by Network Rail's 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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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.

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

**July 2022**

**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.



**Network Rail (Cambridge Re-Signalling) Order  
Consultation Report****July 2022**

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



**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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*

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

**July 2022**

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](mailto:CambridgeC3R@networkrail.co.uk)); and
- During the consultation period, the project received 1 no. telephone call.

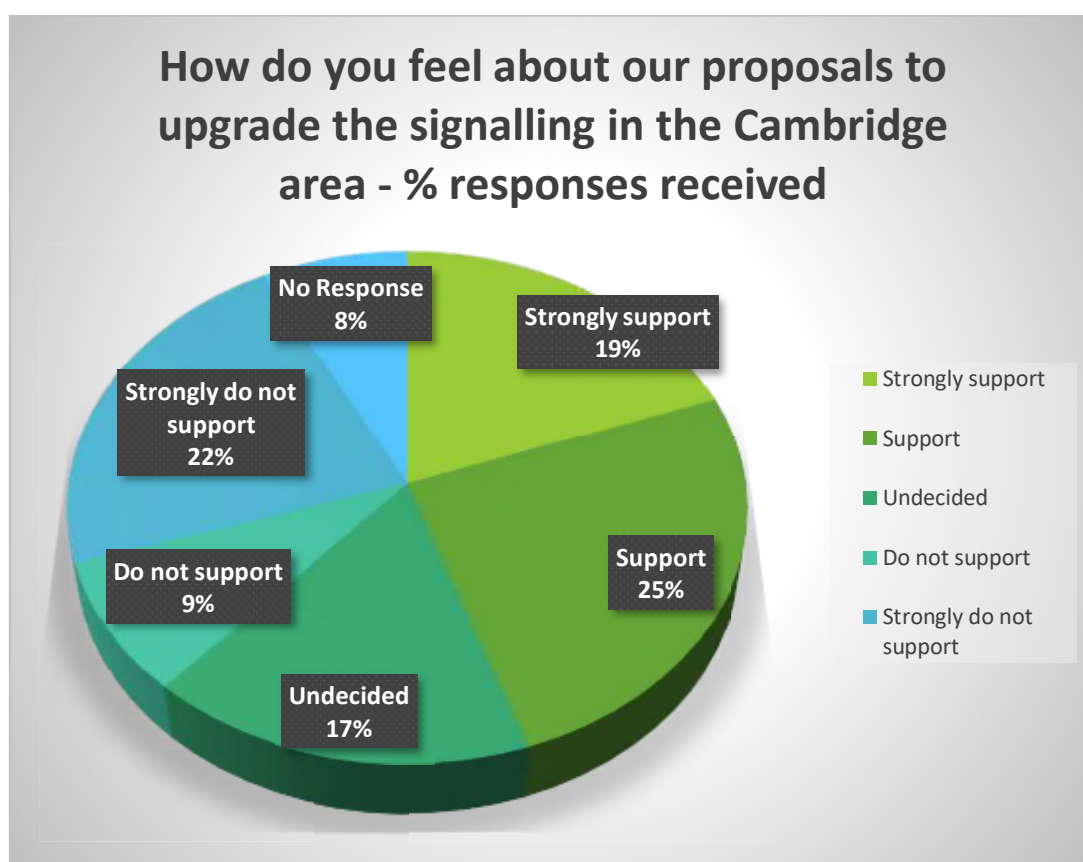
8.5.2 The responses were analysed with broad themes highlighted as set out below.

**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.

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

**July 2022**



**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

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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 website<sup>9</sup>. The

---

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



**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

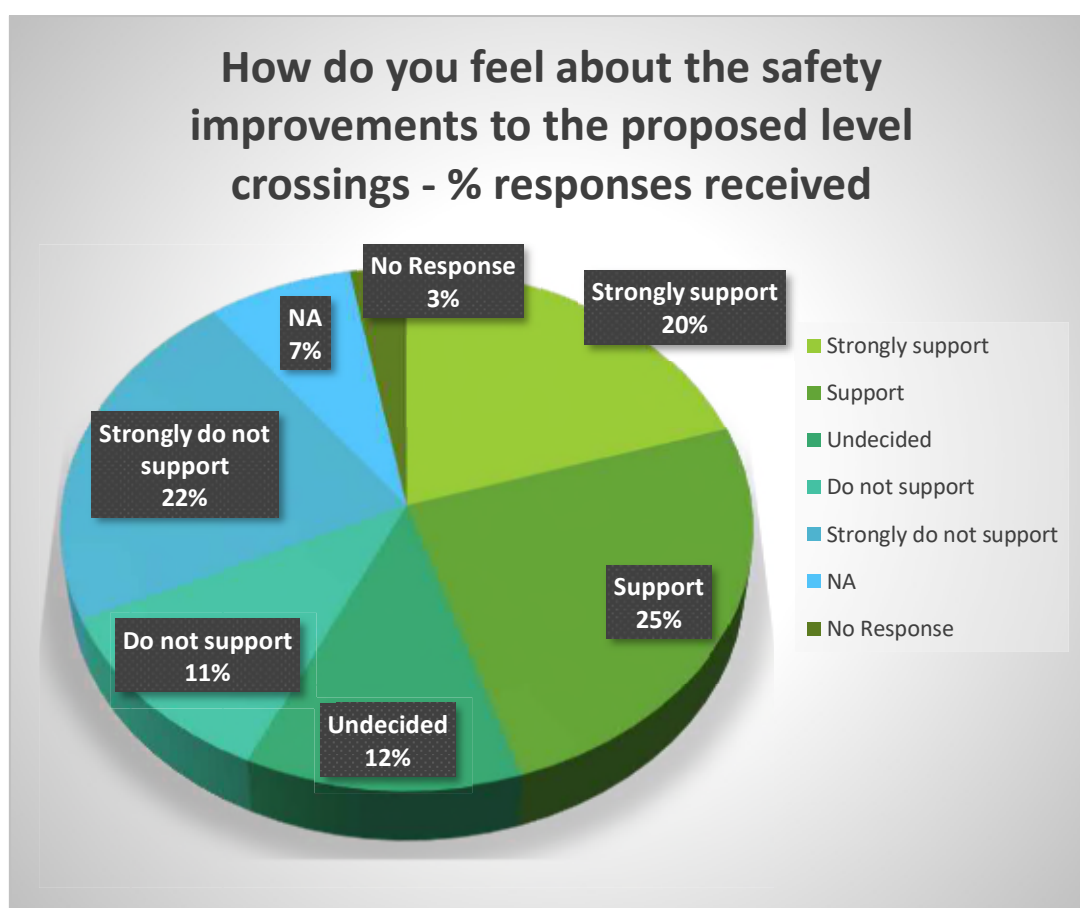
- 8.6.12 Further analysis in relation to the levels of support for the Meldreth level crossing upgrade noted that wider highways impacts due to increased barrier down times resulting from the proposed upgrade, resulted in a reduced level of support for the upgrade works at this level crossing. It was 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.

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

**July 2022**

**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.

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

**July 2022**

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.

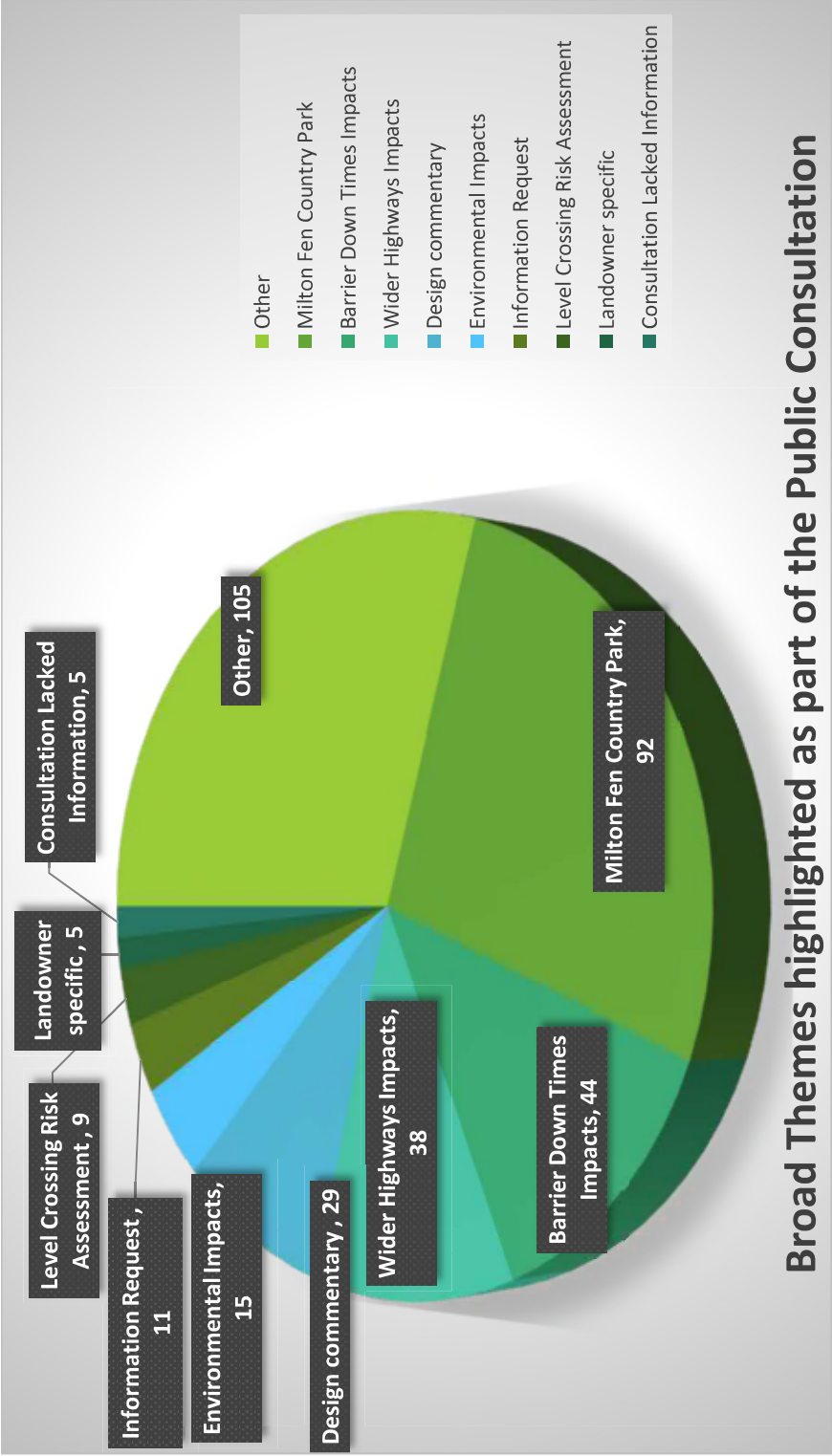


Figure 3 - Broad Themes highlighted as part of the Public Consultation

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

**July 2022**

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.



**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022****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

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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](http://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.

**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

- 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.

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

**July 2022**

## **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.





**Network Rail (Cambridge Re-Signalling) Order****Consultation Report****July 2022**

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.

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

**July 2022**

**APPENDIX A - PROTECTED LEVEL CROSSING RISK ASSESSMENT  
AND ALCRM**

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

Level Crossing	Existing type	ACLRM Score		Options Considered
		Individual risk <sup>10</sup>	Collective risk <sup>11</sup>	
Waterbeach	AHB	D	1	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 via a bypass and bridging scheme to also close Bottisham Road and Burgess Drove crossings;  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.

<sup>10</sup> 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)

<sup>11</sup> 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)

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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>

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

				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.
Meldreth	AHB	D	2	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.



Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

				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.
Croxton	AHB	D	2	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; 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.



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

**Consultation Report**

**July 2022**

**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

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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 from 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.

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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.

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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</p> <p>Eastern Power Networks PLC</p> <p>British Telecommunications PLC</p> <p>EE Limited</p> <p>Virgin Media Limited</p> <p>GTC</p> <p>Trafficmaster Limited</p> <p>Sky Telecommunications Services Ltd</p> <p>Anglian Water Services Limited</p> <p>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	<p>Works affecting:</p> <p>i) A building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990;</p> <p>ii) An ancient monument scheduled under the Ancient Monuments and</p>	<p>(i), (ii) and (iii). For works—</p> <p>(a) in or adjacent to England, the Historic Buildings and Monuments Commission for England; and</p> <p>(b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.</p>	Not applicable	<p>The Scheme does not include any powers for land or works near a listed building, archaeological site nor Scheduled Ancient Monument.</p> <p>However some level crossing works areas are located in close proximity to the following Scheduled Ancient Monuments – see column 5</p>	<p>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</p>

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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
	Archaeological Areas Act 1979; or iii) Any archaeological site.				the EIA Screening process (July 2021);  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 LC just outside the town of Shepreth.  The Project will not have direct/indirect impacts on the above designated sites.
15	Works affecting: i) A conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or ii) An area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979.	15. (i) and (ii). 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 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.	Not applicable

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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 and8C of the Historic Buildings and Ancient Monuments Commission for England; and Monuments Act 1953(a).	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 and8C of 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.  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  Croxtton level crossing is surrounded to the north, east and west by the Bridgham & Brettenham Heaths	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  Croxtton level crossing is surrounded to the north, east and west by the Bridgham & Brettenham Heaths



Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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
					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.
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.	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

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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

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
	tramway services provided under statutory powers; or ii) The construction of a new railway for the provision of public transport, or of a new railway.	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.			Fleetbank House 2-6 Salisbury Square London EC4Y 8AE  No formal response was received.
24	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.	Her Majesty's Railway Inspectorate - Office of Rail and Road	Not applicable	The Order seeks only acquisition powers for land and rights and so includes no authorisation for 'Works'.	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.  A presentation was made to the Office of Rail and Road in relation to the level crossing upgrades in November 2021.  Ongoing engagement with the ORR will take place in relation to any future Level Crossing Order amendments outside of the Order.
25	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.	The Office of Rail Regulation.	Not applicable	The Scheme does not involve the construction of a new railway – it is a resignalling Scheme of an existing railway	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
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

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

**Consultation Report**

**July 2022**

**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**

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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

Network Rail (Cambridge Re-Signalling) Order  
Consultation Report

July 2022

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



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 CAGE are not a consultee. It is not considered that consultation with CAGE 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

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

**Consultation Report**

**July 2022**

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

July 2022

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

July 2022

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 <sup>2</sup> 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

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

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

**July 2022**

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

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

**Network Rail (Cambridge Re-Signalling) Order  
Consultation Report****July 2022**

Shelley	Mason	<a href="#">Waterbeach Parish Council</a>	<a href="mailto:council@waterbeach.org.uk">council@waterbeach.org.uk</a>
Karen	Peck	<a href="#">Dullingham Parish Council</a>	<a href="mailto:dullinghamparishclerk@dullingham.org.uk">dullinghamparishclerk@dullingham.org.uk</a>
Barbara	Isherwood	<a href="#">Shepreth Parish Council</a>	<a href="mailto:parishclerk@sheprethparishcouncil.co.uk">parishclerk@sheprethparishcouncil.co.uk</a>
Hayley	Livermore	<a href="#">Little Wilbraham Parish Council</a>	<a href="mailto:ClerkLW@wilbrahams.co.uk">ClerkLW@wilbrahams.co.uk</a>
Rachel	Earl	<a href="#">Wicken Parish Council</a>	<a href="mailto:wickenparishcouncil@eastcambs.gov.uk">wickenparishcouncil@eastcambs.gov.uk</a>
Diana	Goucher	<a href="#">Croxton Parish Council</a>	<a href="mailto:croxtonparish@gmail.com">croxtonparish@gmail.com</a>



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

**July 2022**

**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](mailto: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](http://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](mailto: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)

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

**July 2022**

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

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

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

**July 2022**

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

July 2022

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	27 January 2021 - Initial letter sent prior to Public Consultation  9 March 2021 - Site Meeting undertaken with Mr Pepper attended by David Taylor (Network Rail Project Manager) & Simon Gilbey (Network Rails Property Agents)	Early engagement with the landowners and their land agents was undertaken prior to March 2021 Public Consultation events.  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.  Network Rails Property Agent has continued private treaty negotiations.
Meldreth	Network Rail Infrastructure Limited (potential adverse possession claim by Mr A Parmee - owner of 55 Meldreth Road).	Network Rail Infrastructure Limited	27 January 2021 - Initial letter sent prior to Public Consultation  9 March 2021 - At a meeting onsite the Projects Property Agent introduced the project to Mr Parmee (the new owner of the property who has queried Network Rail Infrastructure Limited's ownership of the strip of land in question).	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.  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.
Meldreth	Network Rail Infrastructure Limited	Eastern Power Networks		Review of landownership undertaken of corner of the former station house adjacent level crossing.
Meldreth	Network Rail Infrastructure Limited and unknown (Cambridge County Council - Highways)	Eastern Power Networks		Land required for installation of wig-wag, UTX and potential lighting column that could impact Mr Parmee.  Land is currently understood to owned by Network Rail Infrastructure Limited but there may have been land lost overtime to the adjacent residential property.
Foxton/Hauxton REB	Mr RCF Fielden		27 January 2021 - Initial letter sent prior to Public Consultation	View concluded that land was still within Network Rail Infrastructure Limited ownership and occupation
Foxton/Hauxton REB	Ms FC Bryant	Landowners and Newton Farms	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)	Land required for access and construction of REB to the west of railway line.  Project has been undertaking local private agreements in parallel with Order pre-application.
Foxton/Hauxton REB	Mr JD E Bryant			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

July 2022

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 (key parties 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	<p>27 January 2021 - Initial letter sent prior to Public Consultation</p> <p>10 February 2021 - Site Meeting with landowner attended by David Taylor (Network Rail Project Manager) &amp; Simon Gilbey (Network Rails Property Agents)</p> <p>Subsequent discussions have been undertaken with the landowner in relation to the proposed configurations of their parking arrangements.</p>	<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>



July 2022

Level Crossing	Landowner	Tenants and Occupiers	Consultation Undertaken	Summary of consultation and status of ongoing private
				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.  Updated terms of formal negotiation following site visit and discussion with landowner April 2022 have been submitted. Awaiting response.
Six Mile Bottom	Mr E Gard	Isabel O'Reilly and Network Rail Infrastructure Limited	27 January 2021 - Initial letter sent prior to Public Consultation  2 March 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 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.	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.
Six Mile Bottom	Network Rail Infrastructure Limited and unknown	Network Rail Infrastructure Limited	Unregistered land - NRIL internal client	N/A

July 2022

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) &amp; 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		

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) &amp; Simon Gilbey (Network Ralls 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 Ralls 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 - Highways and 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.	<p>Project has been undertaking local private agreements in parallel with Order pre-application.</p> <p>General terms were discussed and provisionally agreed. Draft terms of formal negotiation were subsequently prepared and circulated to Ben Foss (GfR Retail &amp; 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</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
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 optioneered 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
Croxton 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?

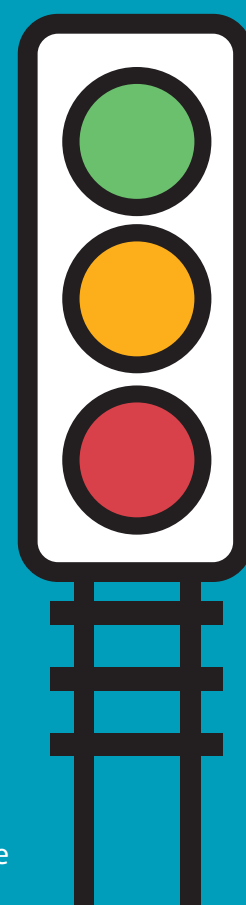
Signalling systems are the brain and nervous system of a modern railway and are essential to the safe and efficient operation of train services.

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.

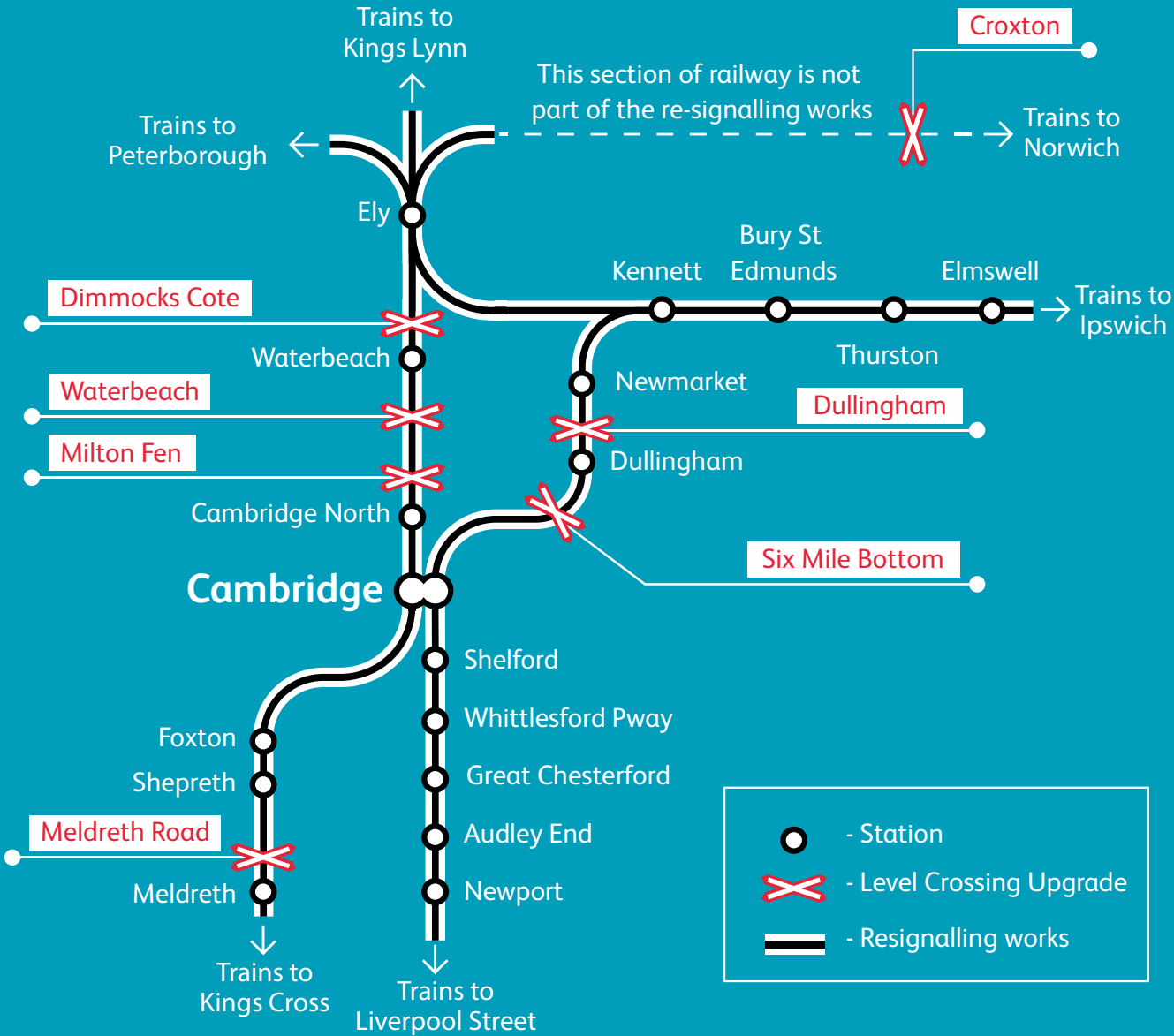
**This booklet describes the works and improvements that we propose to carry out and which consist of:**

- 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.

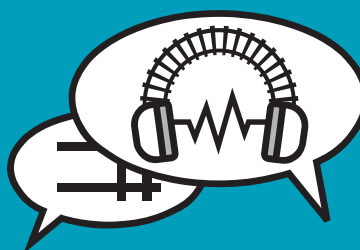
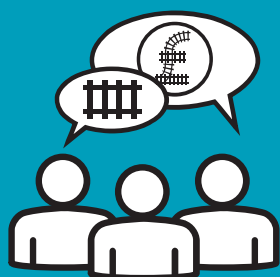
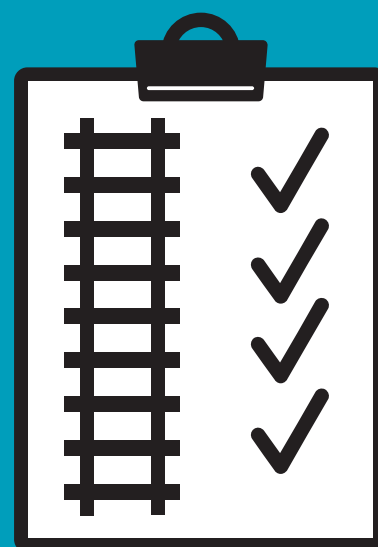
As part of the design process, Network Rail has identified locations where there is a requirement to acquire land both on a temporary and permanent basis.

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](http://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**

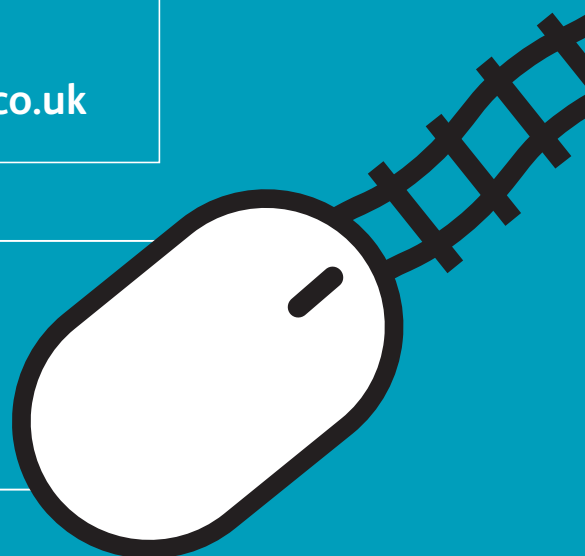
and will run from 1-15th March

**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/](http://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.





Business Reply Plus  
Licence Number  
RTLZ-LUJH-KXHU

A standard 1D barcode with vertical black bars of varying widths.

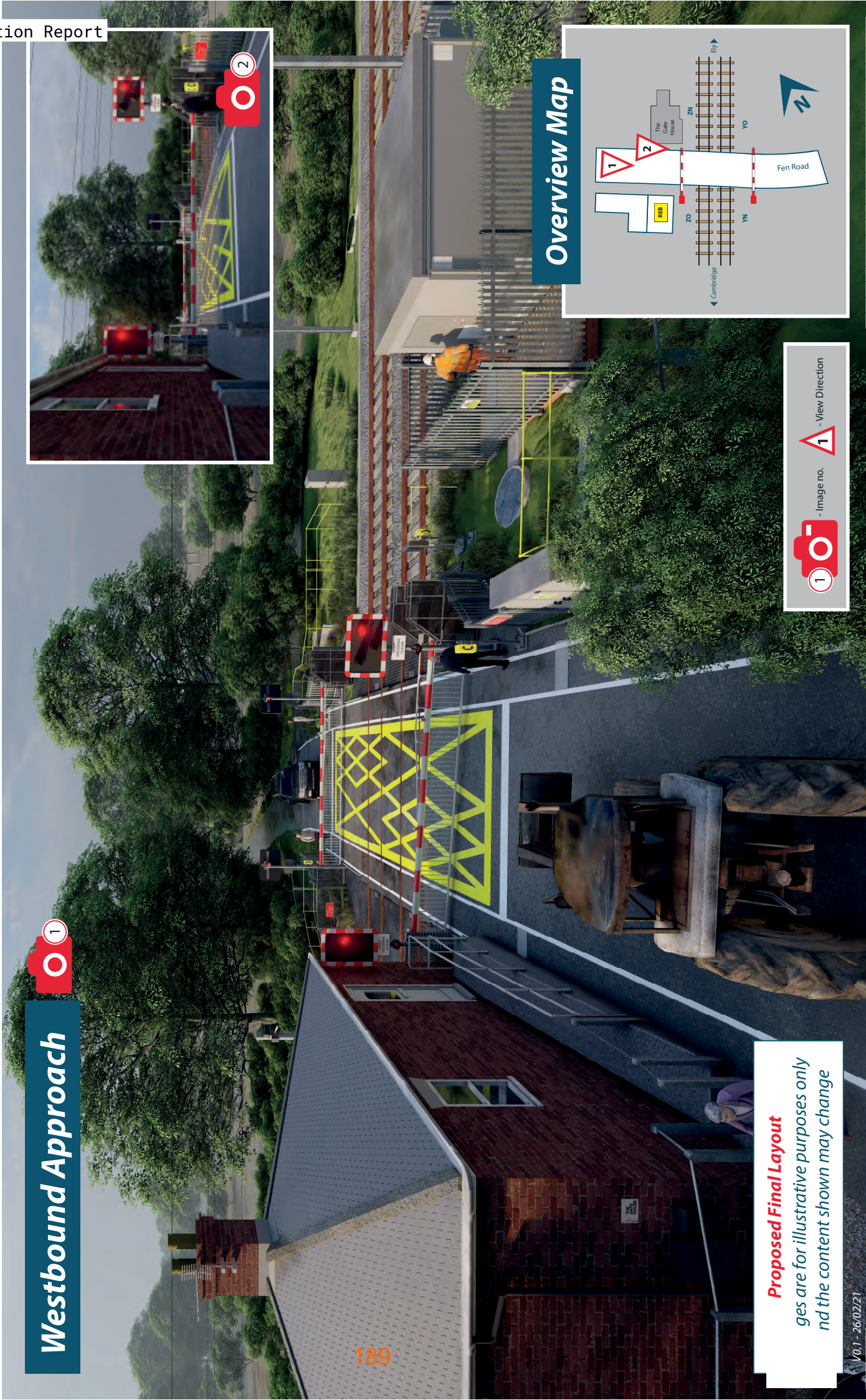
Network Rail Ltd  
167 - 169 Westbourne Terrace  
LONDON  
W2 6JX

## APPENDIX J – SAMPLE CONSULTATION MATERIAL FOR LEVEL CROSSINGS



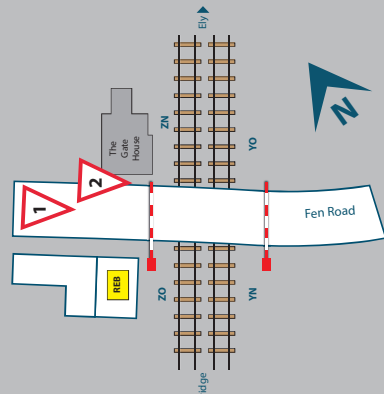
# C3R Project - Milton Fen Level Crossing Upgrade

## Westbound Approach



189

## Overview Map



- Image no.



- View Direction

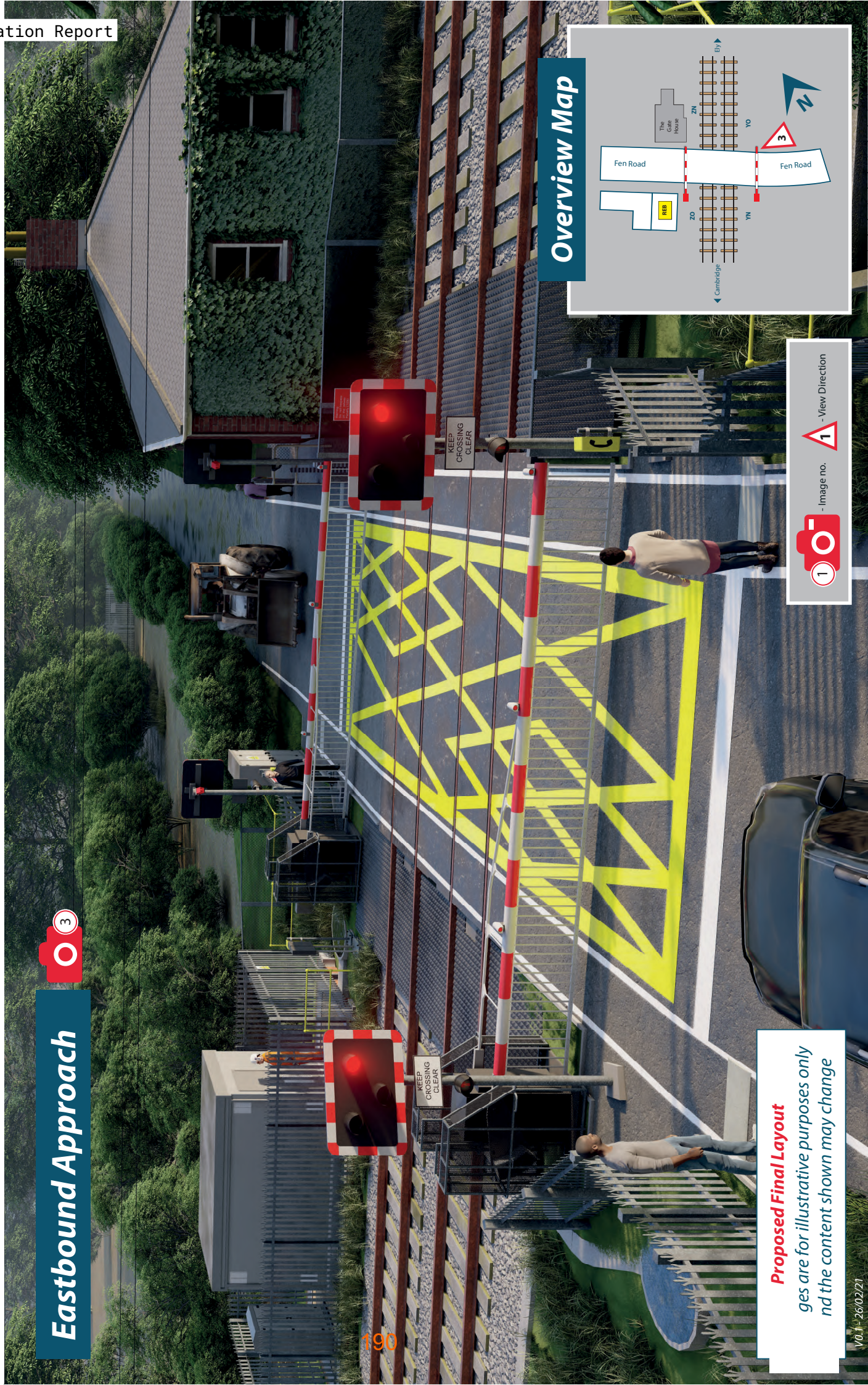
### Proposed Final Layout

ges are for illustrative purposes only  
nd the content shown may change



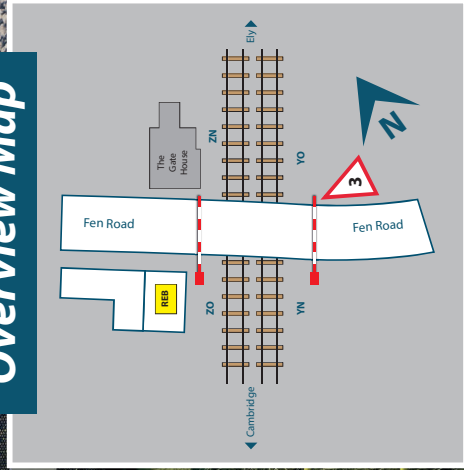
# C3R Project - Milton Fen Level Crossing Upgrade

## Eastbound Approach



190

## Overview Map



- Image no.



- View Direction

### Proposed Final Layout

ges are for illustrative purposes only  
nd the content shown may change

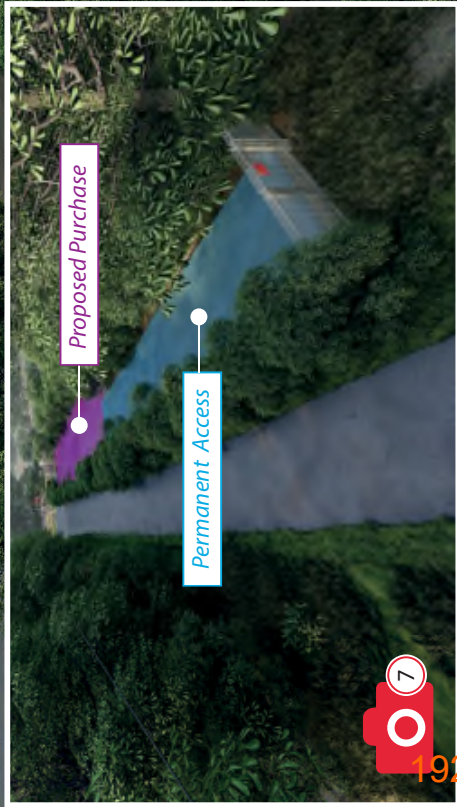






# C3R Project - Milton Fen Level Crossing Upgrade

## Land Requirements - Affected Areas

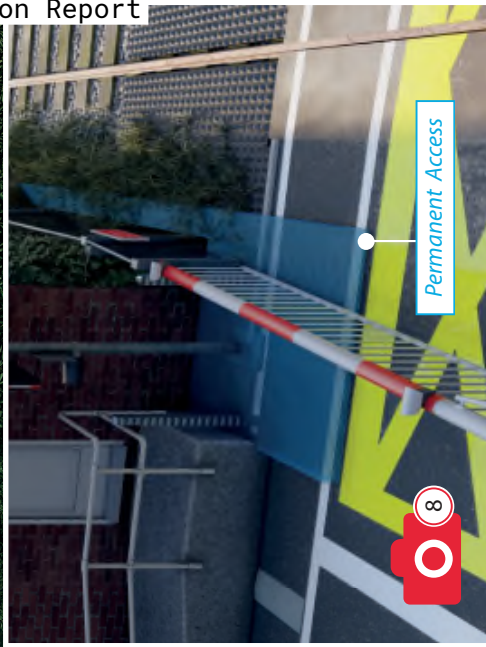


Permanent Access

Proposed Purchase

Permanent Access

Proposed Purchase



Permanent Access



## Overview Map

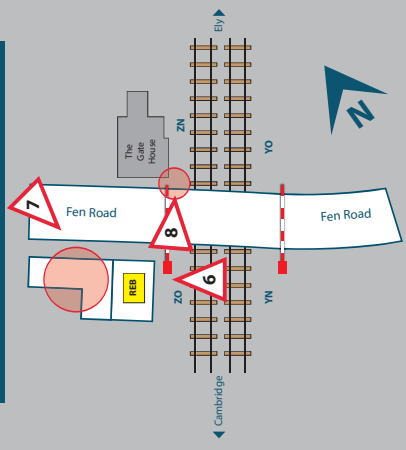


Image no. 1 - View Direction

- Permanent Access

- Proposed Purchase

## Proposed Final Layout

ges are for illustrative purposes only  
nd the content shown may change



**EH4**

**Network Rail (Cambridge Re-Signalling) Order****TRANSPORT AND WORKS ACT 1992****Transport and Works (Applications and Objections  
Procedure) (England and Wales) Rules 2006****The Network Rail (Cambridge Re-Signalling) Order**

---

**Funding Statement***(Required by Rule 10(3)(a))*

Document Reference	NR08
Author	Network Rail
Date	26/07/2022



*[this page left intentionally blank]*

**Network Rail (Cambridge Re-Signalling) Order****Funding Statement****July 2022****1. FUNDING STATEMENT**

- 1.1.1 The total anticipated costs of the Cambridge Re-signalling Relock & Recontrol Project and the related upgrade of the relevant levels crossings ("the Project") are anticipated to be £193.449m. This includes the cost of carrying out the works and implementing the other matters provided for in the proposed Order.
- 1.1.2 Network Rail Infrastructure Limited ("Network Rail") is funded by the UK government in five year blocks, called Control Periods ("the CP"). Network Rail is required, under the terms of its Network Licence, to prepare a business plan which details all the renewals which will be delivered during each Control Period.
- 1.1.3 The Project is part of the Network Rail Anglia Route Signalling CP6 Work bank and is planned to be delivered by April 2024.
- 1.1.4 In December 2021 the Project was granted the full design and delivery investment authority by the Network Rail Investment Panel, chaired by the Network Rail Chief Finance Officer. The approved authority is for £193.449m and the design and delivery contract for these works was awarded to Alstom in February 2022. Therefore, the Project is considered to be fully funded and to have a viable deliverer in place to undertake the required works.
- 1.1.5 The stated funds will meet the capital cost of implementing the proposed Network Rail (Cambridge Re-Signalling) Order, inclusive of compensation and acquisition of blighted land as identified within section 149 of The Town and Country Planning Act 1990.