

From: [REDACTED]
To: [Joanna Vincent](#)
Subject: Re: Cambridge Re-Signalling - Bar Charts [GATELEY-GHAM.FID110753]
Date: 25 April 2023 14:14:15
Attachments: [nWwLjA0QU0SPTD8K.png](#)

For Waterbeach, it would be more helpful to have timings based on the actual position of the strike-in point in each direction (see definition in APP-W2-2 page 75; or the likely position(s) if it has not been decided yet) and the May 2023 timetable (including freight paths). This can make the same assumptions about train speeds etc that were used in constructing the timetable.

The exercise should cover more than just the two hours when road traffic is greatest. For instance the PM data covers the hour between 1630 and 1730, when there are 8 trains; extending it to the two hours between 1600 and 1800 would add a further 14 trains.

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On 24/04/2023 09:29, Joanna Vincent wrote:

The Inspector asked the Applicant to submit to the Inquiry the AM and PM Barrier Down Time Charts for Meldreth Road Crossing and Waterbeach Crossing, assuming the barrier down times set out in Table 5.1 of the Modelling Methodology Report and the AM and PM Barrier Down Time Charts for Shepreth Crossing as it is currently in operation as a MCB-CCTV crossing. The Inspector is willing to accept brief comments (a maximum of a 1000 words) on these Charts from objectors who spoke at the Inquiry. These comments should be submitted to the Programme Officer by 9.00am on 1st May 2023. The Applicant will then be given the opportunity to respond in writing to any comments made.

Kind regards
Joanna Vincent
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for Gateley Hamer
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