

TRANSPORT AND WORKS ACT 1992
TRANSPORT AND WORKS (APPLICATIONS AND
OBJECTIONS PROCEDURE) (ENGLAND AND WALES)
RULES 2006

*The Network Rail London To Corby (Land Acquisition, Level
Crossing & Bridge Works) Order*

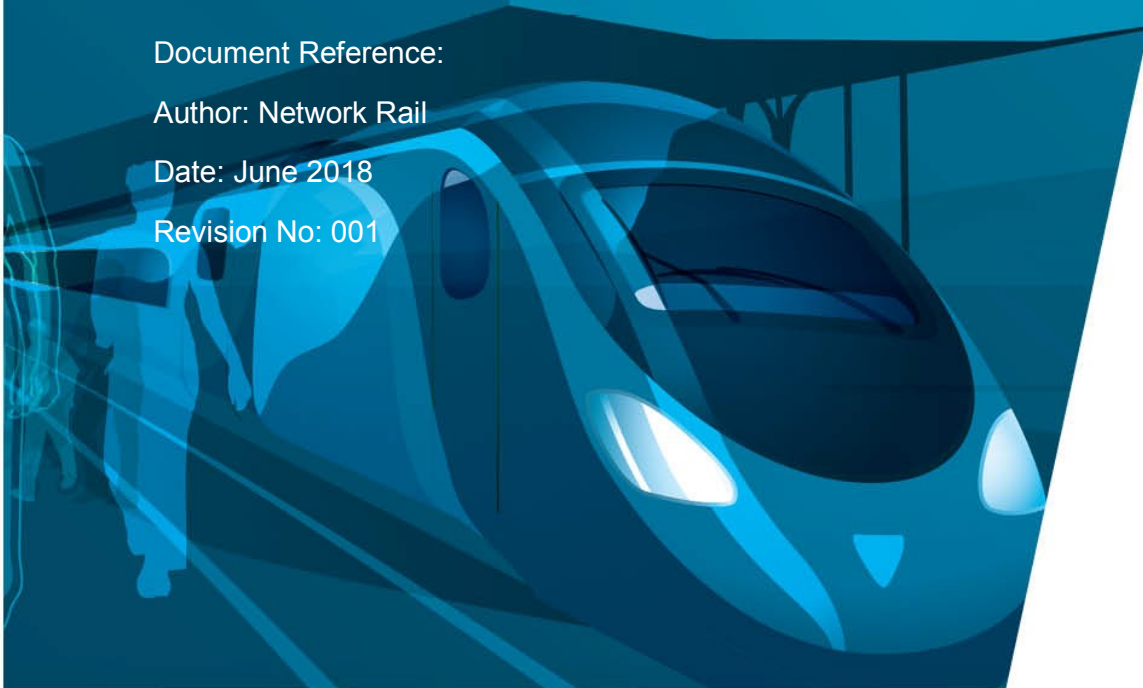
***Report Summarising
Consultation Undertaken
Rule 10(2)(d)***

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Contents

SECTION	PAGE
1 INTRODUCTION	
1.1 Background and Context	8
2 THE CONSULTATION STRATEGY	
2.1 Approach to Consultation	8
2.2 Railway Overbridges: Odell viaduct, Irthlingborough Road Bridge & Isham Station Road Bridge	9
2.3 Railway Viaducts: Harper's Brook Viaduct, Irchester Viaduct and Sharnbrook Viaduct	9
2.4 Bromham Road Bridge	10
2.5 Souldrop Level Crossing	11
3 CONSULTATION FEEDBACK	
3.1 Introduction	13
3.2 Railway Overbridges: Odell viaduct, Irthlingborough Road Bridge & Isham Station Road Bridge	14
3.2 Railway Viaducts: Harper's Brook Viaduct, Irchester Viaduct and Sharnbrook Viaduct	14
3.4 Bromham Road Bridge	14
3.5 Souldrop Level Crossing	18
4 RESPONSE TO FEEDBACK	
4.1 Souldrop Level Crossing	20
4.2 Bromham Road Bridge	20
5 CONCLUSION	22

LIST OF APPENDICES

APPENDIX I – PROPOSED SCHEME IN GEOGRAPHICAL CONTEXT
APPENDIX II: EXAMPLE CONSULTATION LETTER TO LOCAL AUTHORITIES
APPENDIX III STAKEHOLDERS LISTED IN SCHEDULES 5 AND 6 AND ANNEX 4 OF THE TWAO APPLICATION RULES
APPENDIX IV: OVERVIEW OF PROPOSALS AT ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE
APPENDIX V: EXAMPLE CONSULTATION LETTER FOR ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE
APPENDIX VI: OVERVIEW OF PROPOSALS AT HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT
APPENDIX VII: EXAMPLE CONSULTATION LETTER FOR HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT
APPENDIX VIII: OVERVIEW OF PROPOSALS AT BROMHAM ROAD BRIDGE
APPENDIX IX: BROMHAM ROAD BRIDGE EXAMPLE CONSULTATION LETTER
APPENDIX X: BROMHAM ROAD BRIDGE CONSULTATION EVENT FLYER
APPENDIX XI: BROMHAM ROAD BRIDGE NEWSPAPER ADVERTISEMENTS
APPENDIX XII: BROMHAM ROAD BRIDGE CONSULTATION EVENT MATERIALS
APPENDIX XIII: OVERVIEW OF PROPOSALS AT SOULDROP LEVEL CROSSING
APPENDIX XIV: SAMPLE CONSULTATION LETTER REGARDING PROPOSALS AT SOULDROP LEVEL CROSSING
APPENDIX XV: SOULDROP LEVEL CROSSING DISTRIBUTION MAP FOR EVENT FLYERS
APPENDIX XVI: SOULDROP LEVEL CROSSING CONSULTATION NEWSPAPER ADVERTISEMENTS
APPENDIX XVII: SOULDROP LEVEL CROSSING CONSULTATION EVENT MATERIALS
APPENDIX XVIII: BROMHAM ROAD BRIDGE STAKEHOLDER CONSULTATION
APPENDIX XIX: BROMHAM ROAD BRIDGE COMMUNITY CONSULTATION
APPENDIX XX: SOULDROP LEVEL CROSSING COMMUNITY CONSULTATION
APPENDIX XXI: SOULDROP LEVEL CROSSING COMMUNITY CONSULTATION

LIST OF ABBREVIATIONS

Abbreviation	Definition
OLE	Overhead Line Equipment
NR	Network Rail
BBC	Bedford Borough Council
TWAO	Transport and Works Act Order

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1 INTRODUCTION

1.1 Background and Context

- 1.1.1 Rail passenger numbers have doubled over the past twenty years and the demands for both passenger and freight journeys are forecasted to keep growing. Although more trains are running than ever before, growth in passenger numbers is outstripping supply.
- 1.1.2 To help meet the challenge of rising demand the Midland Main Line, which runs between London St Pancras and Sheffield, is undergoing the largest upgrade since it was completed in 1870.
- 1.1.3 These upgrades include track realignment, station remodelling, capacity works, bridge reconstructions and will see the line from Bedford via Kettering to Corby electrified by 2020.
- 1.1.4 This will enable a host of benefits for passengers and those living near the railway - including over 1000 additional seats an hour in the peak into London from 2010 as well as faster, quieter more reliable trains. This will provide a more modern and reliable service to meet the needs of the communities and economies which our railway serves.
- 1.1.5 Network Rail plan to submit a Transport and Works Act Order to the Secretary of State for Transport in June 2018 in order to seek permission to build the Proposed Scheme.

2 THE CONSULTATION STRATEGY

2.1 Approach to Consultation

- 2.1.1 Prior to drawing up final plans for the Proposed Scheme, Network Rail provided consultees with opportunities to provide feedback on the proposals, so as to enable any key areas of concern to be identified and to allow Network Rail to use the feedback to influence the design of the Proposed Scheme, where feasible.
- 2.1.2 Consultation on the Proposed Scheme as a whole, regarding the proposals for each location included in the Transport and Works Act Order application, has been ongoing with stakeholders and landowners since 2013. This has provided an opportunity for interested parties to feedback comments to Network Rail during the development and design of the Proposed Scheme, whilst the proposals were evolving.
- 2.1.3 Negotiations with affected landowners are ongoing, and will continue throughout the TWAO process, as Network Rail is seeking to reach agreement before using compulsory purchase powers.
- 2.1.4 As the consultation requirements were varied for the scope of this TWAO, a bespoke consultation strategy was developed for each location, as described below.
- 2.1.5 A map of the locations within the scope of this TWAO application is available in **Appendix I**.

2.1.6 Local authorities (including Bedford Borough Council, Northamptonshire County Council, Corby Borough Council and the Borough Council of Wellingborough) received a letter describing the proposed works in their area, and informing them of how they could submit their feedback on the proposals (see example letter in **Appendix II**).

2.1.7 All relevant Stakeholders listed in Schedules 5 and 6 and Annex 4 of the TWAO Application Rules were consulted and non-statutory stakeholders were consulted in adherence with best practice guidance (see **Appendix III**).

2.2 **Railway Overbridges: Odell viaduct, Irthlingborough Road Bridge & Isham Station Road Bridge**

2.2.1 Third party land acquisition was required for the reconstruction of three railway overbridges, to enable safe clearance for overhead line equipment required for electrification of the Midland Main Line. These overbridges were: Odell viaduct, Irthlingborough Road Bridge and Isham Station Road Bridge. There was no statutory requirement for community consultation at these locations.

2.2.2 Additional land and rights were required to build up the bridge embankments and approach roads to align with the (higher) reconstructed bridge deck, to provide temporary compounds for construction activities, and to accommodate the use of cranes, which would be over sailing third party land. **Appendix IV** illustrates an overview of the proposals at these locations.

2.2.3 Negotiations with Network Rail Property had been ongoing with landowners at these locations from January 2017, without reaching agreement.

2.2.4 Affected landowners and tenants received a bespoke letter and land plan from Network Rail dated between 17th and 26th April 2018 (see example letter in **Appendix V**).

2.2.5 These letters clearly set out what land and / or rights Network Rail had been seeking to acquire, and explained that although Network Rail's preference was to reach agreement with these stakeholders, as this had not been possible thus far, the intention was to seek powers under the Transport and Works Act 1992 (TWAO).

2.2.6 These letters provided stakeholders with an email address and telephone number to share their feedback on the proposals prior to the consultation end date of 24th May 2018. The consultation was subsequently extended, in order to allow for further feedback and closed on 31st May 2018.

2.3 **Railway Viaducts: Harper's Brook Viaduct, Irchester Viaduct and Sharnbrook Viaduct**

2.3.1 In order to enable electrification of the railway at the location of three railway viaducts (Harper's Brook Viaduct, Irchester Viaduct and Sharnbrook Viaduct), it will be necessary to install overhead line equipment (OLE) on the exterior of these structures.

- 2.3.2 OLE equipment generally includes overhead conductors with a copper contact wire suspended from steel masts, which are mounted upon concrete foundations along the track. However, at these particular locations such as viaducts, the masts will need to be attached to the exterior of the structures, and therefore fall within the airspace of adjoining landowners. The proposed scheme involves a maximum of 3 metres of additional airspace from the outside edge of the viaducts. **Appendix VI** illustrates an overview of the proposals at these locations.
- 2.3.3 Affected landowners and tenants received a bespoke letter and land plan from Network Rail dated 26th April 2018 (see example letter in **Appendix VII**). These letters explained the air rights Network Rail had been seeking to acquire, and explained that although Network Rail's preference was to reach agreement with these stakeholders, if this was not possible then the intention was to seek powers under the Transport and Works Act 1992 (TWA0).
- 2.3.4 Stakeholders were provided with an email address and telephone number to share their feedback on the proposals prior to 24th May 2018.
- 2.3.5 Network Rail Property negotiations with affected stakeholders are ongoing.

2.4 Bromham Road Bridge

- 2.4.1 Bromham Road Bridge is a two span brick arch bridge that lies to the north of Bedford Central station and carries the 2-lane single carriageway Bromham Road over the Midland Main Line.
- 2.4.2 This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to safely pass beneath it, and therefore the bridge needs to be demolished and then reconstructed, in order to electrify the Midland Main Line. In order for this to take place, Network Rail will need to secure additional land rights and deemed planning permission. **Appendix VIII** illustrates an overview of the proposals at this location.
- 2.4.3 The structure is owned by Bedford Borough Council, and negotiations have been ongoing between the council and Network Rail regarding proposals for this structure since 2013, however it has not been possible thus far to reach agreement regarding the works.
- 2.4.4 Negotiations with adjacent landowners have been ongoing since 2016, and agreement has not yet been reached.
- 2.4.5 The draft consultation strategy for statutory and community stakeholders was shared with Bedford Borough Council for information prior to consultation as part of the TWA0 process.
- 2.4.6 Statutory stakeholders including the Borough Council, adjacent landowners and utilities companies received a letter dated 13th April 2018, which explained the proposals for the bridge, included an indicative plan to illustrate the impact of the proposed works on their interests, and invited stakeholders to a consultation event on 20th April 2018 between 12:00 – 18:00 at Bedford Corn Exchange, St Paul's Square, MK40 1SL.

- 2.4.7 These letters explained the additional rights being sought by Network Rail, the intention to seek powers under the Transport and Works Act 1992 (TWAO), and also detailed a range of avenues to provide feedback on the proposed scheme, or find out further information (see example letter in **Appendix IX**). The end date for the consultation process was given as 24th May 2018.
- 2.4.8 Community consultation was undertaken at the same time as the Statutory Stakeholder consultation. Members of the public living within a minimum of a 2 mile radius of Bromham Road Bridge received flyers by post inviting them to a consultation event on 20th April (see **Appendix X**). The flyer also contained details of how to provide feedback by email and telephone, if individuals were unable to attend the event.
- 2.4.9 The consultation event was also publicised as an advertisement in local newspapers the *Bedford Times & Citizen* (circulation of 78,500 people) and the *Bedford Midweek* (circulation of 57,800 people) (see **Appendix XI**).
- 2.4.10 Leaflets were available at the consultation event, for stakeholders to view further details of the proposed scheme. These included mechanisms for providing feedback, and finding further information about the proposals.
- 2.4.11 Due to feedback from the Borough Council and community stakeholders that members of the public may have been unable to attend as the event occurred during working hours, a further public consultation event was held on 24th May 2018 between 2pm-8pm at The Park Inn Hotel, 2 St Mary's St, Bedford MK42 0AR. Statutory undertakers (apart from Bedford Borough Council) had not expressed a need for a second event, therefore this event was primarily aimed at community stakeholders.
- 2.4.12 This second public consultation event was publicised via flyers to postal addresses within 2 miles of Bromham Road Bridge and by advertisement in local newspapers, as above. Event flyers were also handed out at Bedford Station. In order to allow for feedback and analysis following this additional event, the consultation period was extended to 31st May 2018.
- 2.4.13 Throughout the consultation process, Statutory and Community consultees were be able to submit their feedback on the proposed scheme in various ways:
- Online via the Network Rail website
 - By email to a dedicated email address
 - Online via a dedicated consultation portal
 - Freepost comments cards/feedback forms made available at the public events; and
 - By telephone to the Network Rail National Helpline number
- 2.4.14 Copies of materials shared at both consultation events are available in **Appendix XII**.

2.5 Souldrop Level Crossing

- 2.5.1 In order to facilitate the closure of the railway crossing over the Midland Main Line railway line at Souldrop, Network Rail is proposing to stop up a section of the existing footpath (Public Footpath No. 2 Knotting and Souldrop) over Souldrop Level Crossing and create a new section of public footpath that diverts pedestrians to Back Lane, (postcode MK44 1EX) (see **Appendix XIII**).
- 2.5.2 The Proposed Scheme would permanently close Souldrop Level Crossing for reasons of safety. The high speed line, planned additional line between Bedford and Kettering, steep terrain and forthcoming electric wires will most likely increase the level of risk at this crossing.
- 2.5.3 Current usage of the crossing is low, with census data from 2016 indicating that the crossing is used by an average of 2 pedestrians per day.
- 2.5.4 Consultation with stakeholders has been ongoing since 2016, however it has not been possible to secure by negotiation all the necessary land and rights required for the purposes of creating the new footpath.
- 2.5.5 Network Rail has already made an application to Bedford Borough Council for a Rail Crossing Diversion Order under Section 119A of the Highways Act 1980 to create the new footpath connecting to Public Bridleway No. 33 and extinguish the public right of way over the railway. This application was the subject of informal consultation by the Borough Council which was concluded in November 2017.
- 2.5.6 The order was published by Bedford Borough Council on 22/03/2018 and subject to a 28 day objection period prior to being confirmed by the Council (if unopposed).
- 2.5.7 At the end of the objection period, one objection has been made and negotiations are underway between Network Rail and the landowners to resolve the issues raised.
- 2.5.8 In the event that agreement is reached (as above under S119A of the Highways Act), Network Rail will drop those elements of the TWAO application.
- 2.5.9 If the current Highways Act application is validly opposed, Network Rail will review its position and may withdraw its application to Bedford Borough Council and, instead pursue the level crossing closure and footpath diversion by means of the TWAO. The rationale for taking this course is to avoid the possibility of two public inquiries relating to the same project.
- 2.5.10 The draft consultation strategy for statutory and community stakeholders was shared with Bedford Borough Council and Knotting and Souldrop Parish Council for comment prior to consultation as part of the TWAO process
- 2.5.11 Statutory stakeholders (including the Borough Council, Parish Council, affected landowners and utilities companies) received a letter dated 13th April 2018, which explained the proposals for the level crossing, included an indicative plan to illustrate the impact of the proposed works, and invited stakeholders to a consultation event on Friday 23rd March 2018 from 10:00 – 18:00 at The Exchange, Colworth Science Park, Sharnbrook, MK44 1LQ.
- 2.5.12 These letters explained the additional rights being sought by Network Rail, the

intention to seek powers under the Transport and Works Act 1992 (TWA0), and also detailed a range of avenues for stakeholders to provide feedback on the proposed scheme, or find out further information (see example letter in **Appendix XIV**).

- 2.5.13 Community consultation was undertaken at the same time as the Statutory Stakeholder consultation. Members of the public living within the vicinity of Souldrop Level Crossing received flyers by post inviting them to a consultation event on 23rd March 2018 (see **Appendix XV** for distribution map). The flyer also contained details of how to provide feedback by email and telephone, if individuals were unable to attend the event.
- 2.5.14 The consultation event was also publicised as an advertisement in local newspapers the *Bedford Times & Citizen* (circulation of 78,500 people) and the *Bedford Midweek* (circulation of 57,800 people) (see **Appendix XVI**).
- 2.5.15 Leaflets were available at the consultation event, for stakeholders to view further details of the proposed scheme. These included mechanisms for providing feedback, and finding further information about the proposals.
- 2.5.16 Throughout the consultation process, Statutory and Community consultees were be able to submit their feedback on the proposed scheme in various ways:
- Online via the Network Rail website
 - By email to a dedicated email address
 - Online via a dedicated consultation portal
 - Freepost comments cards/feedback forms made available at the public events
 - By telephone to the Network Rail National Helpline number
- 2.5.17 Due to feedback from the Borough Council and community stakeholders that members of the public may have been unable to attend, as the event did not take place in the village of Souldrop itself, a further consultation event was held on 15th May 2018 between 2pm-7pm at Souldrop Village Hall.
- 2.5.18 In order to allow for feedback and analysis of responses, the consultation end date was extended from 18th May 2018 to 24th May 2018.
- 2.5.19 This second public consultation event was publicised via flyers to postal addresses within the vicinity of Souldrop Level Crossing (see map in **Appendix XV**) and by advertisement in local newspapers, as for the previous event.
- 2.5.20 Copies of materials shared at both consultation events are available in **Appendix XVII**.

3 CONSULTATION FEEDBACK

3.5 Introduction

- 3.1.1 This section of the Report outlines the key concerns and themes that emerged regarding the Proposed Scheme during the stakeholder and community consultation.

3.2 Railway Overbridges: Odell viaduct, Irthlingborough Road Bridge & Isham Station Road Bridge

- 3.2.1 Odell viaduct: Three replies were received in response to the stakeholder consultation for Odell viaduct. One landowner indicated that they were agreeable to the proposals and would welcome further discussion if their land was required. A second landowner provided the details of their land agent to act on their behalf. The third response came from a resident on the Unilever estate, who was concerned about noise and disturbance due to construction traffic. This has been shared with the project team, who will seek to minimise this impact as far as possible, through a robust traffic management plan.
- 3.2.2 Irthlingborough Road Bridge: Three replies were received from adjacent landowners in response to the stakeholder consultation for Irthlingborough Road Bridge. One landowner indicated that they had plans to develop the land that Network Rail proposed to acquire (an area of approx. 8.7m²), and negotiations with Network Rail Property are ongoing. The second response requested clarification regarding whether the access requirement was for temporary or permanent access, which was provided. The third response proposed an alternative alignment for the bridge, which is under discussion with the relevant stakeholders.
- 3.2.3 Isham Station Road Bridge: No replies were received in response to stakeholder consultation for Isham Station Road Bridge.

3.3 Railway Viaducts: Harper's Brook Viaduct, Irchester Viaduct and Sharnbrook Viaduct

- 3.3.1 Harper's Brook Viaduct: Two replies were received acknowledging receipt of the consultation letters, and further discussions with Network Rail Property are ongoing. There were no comments that required modifications to the Proposed Scheme.
- 3.3.2 Irchester Viaduct: Two replies were received, one of which requested clarification on the plans provided and was responded to. The other comment requested reciprocal access from an angling club, and further discussions with Network Rail Property are ongoing.
- 3.3.3 Sharnbrook Viaduct: No replies were received in response to stakeholder consultation for Sharnbrook Viaduct.

3.4 Bromham Road

- 3.4.1 A total of 399 responses were received from members of the public, 10 responses from statutory stakeholders, and a total of approximately 350 people attended the two consultation events regarding proposals for Bromham Road Bridge.
- 3.4.2 Stakeholder consultation: The majority of the statutory stakeholders who responded to the consultation requested that the proposed scheme be amended to include improved provision for cyclists and pedestrians (4 comments).
- 3.4.3 Other common references were made to:
- Minimising construction timescales (x2)

- Reducing the impact on Bedford Station car park (x2)
- Minimising local disruption (x2)
- Installing a direct third railway track linking to the Marston Vale line via both the Bedford Midland station and St John's station (x2)

3.4.4 **Figure 1** summarises the common themes in the comments made by statutory stakeholders, it is worth noting that the same stakeholder may have made reference to multiple themes in their response.

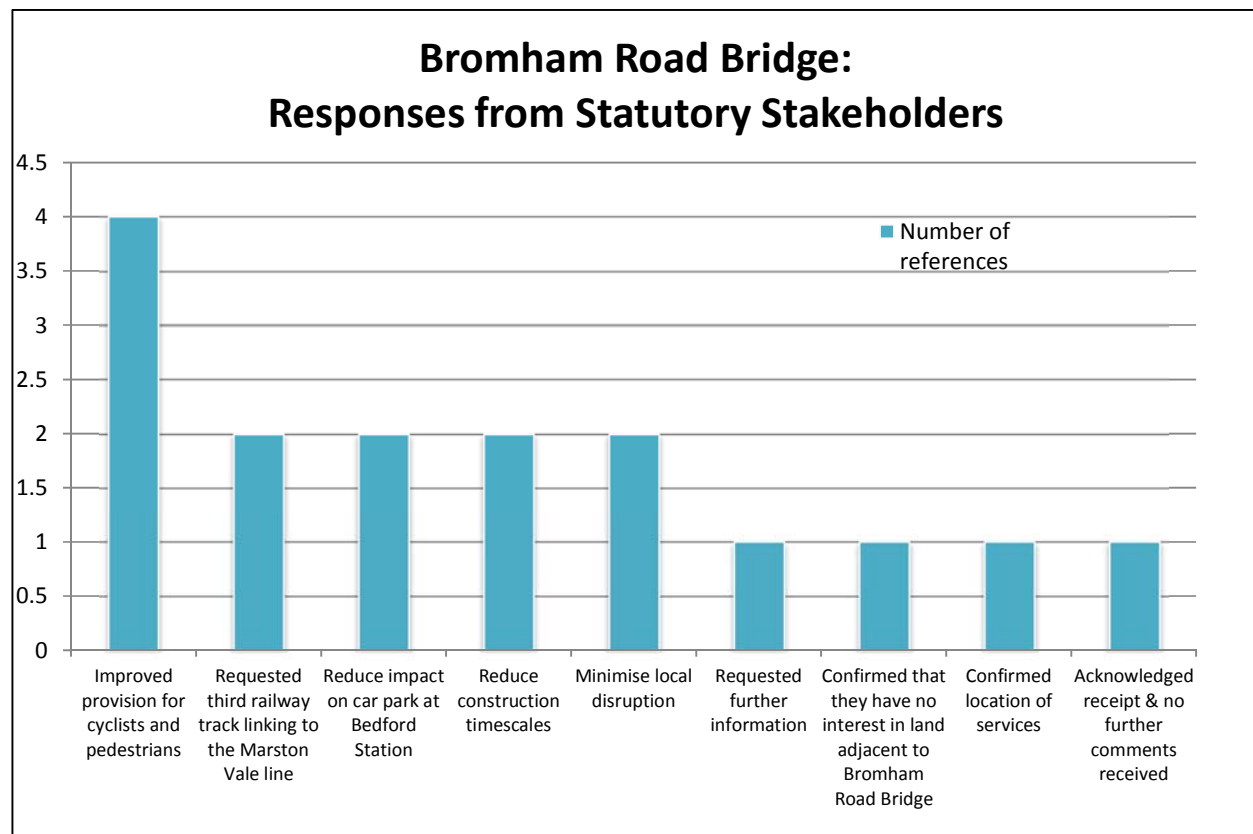


Figure 1: Bromham Road Bridge – Consultation responses from Statutory Stakeholders grouped by theme.

3.4.5 Further details of responses from statutory stakeholders can be found in **Appendix XVIII**.

3.4.6 Community consultation: A total of 399 community stakeholders responded to the consultation for Bromham Road Bridge in writing, with approximately 350 people in addition attending the consultation events.

3.4.7 As illustrated in **Figure 2**, 28% of respondents who answered the question 'Do you support the reconstruction of Bromham Road Bridge?' selected 'Strongly Disagree' or 'Disagree' and over half (51%) of respondents selected either 'Strongly Agree' or 'Agree'. However, 52% the 'Strongly Agree' and 'Agree' group also commented that they would like enhancements to the existing bridge such as improved provision for cyclists and pedestrians.

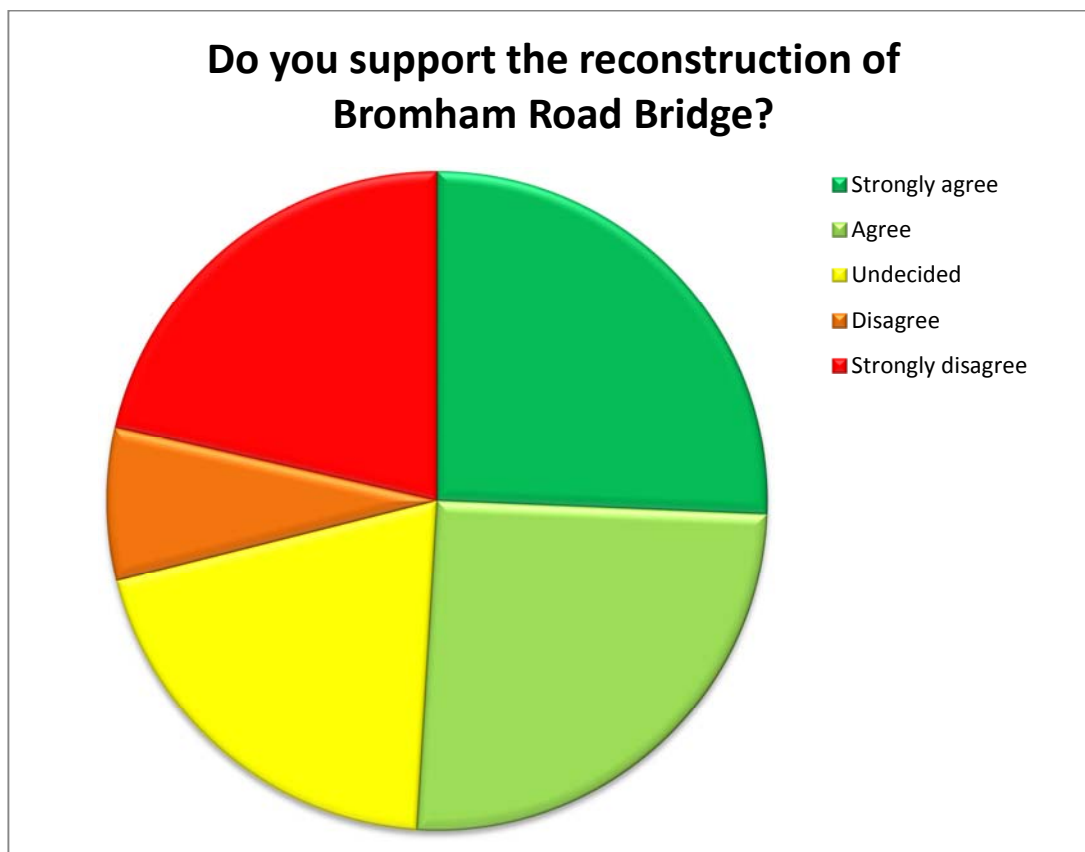


Figure 2: Summary of responses made by community stakeholders to the question 'Do you support the reconstruction of Bromham Road Bridge'

3.4.8 The concerns raised by community stakeholders had several common themes, which were raised a number of times by different stakeholders (**Figure 3**):

- Potential for increased traffic congestion during the road closures and traffic diversions associated with the reconstruction of Bromham Road Bridge (149 references)
- Need for improved cycle and pedestrian provision, such as a cycleway on the bridge (139 references)
- Worries about the impact on parking, both for Bedford Station and for the residents of Hurst Grove (42 references)

3.4.9 Other common comments related to:

- Suggestions or queries regarding construction methodology
- Requested further details of proposals
- Reduced intercity train services and changed Thameslink timetable
- Minimising the duration of works
- Environmental impact of the works
- Improved communication regarding events
- Cycling underpass with access to Bromham Station
- Impact on local community

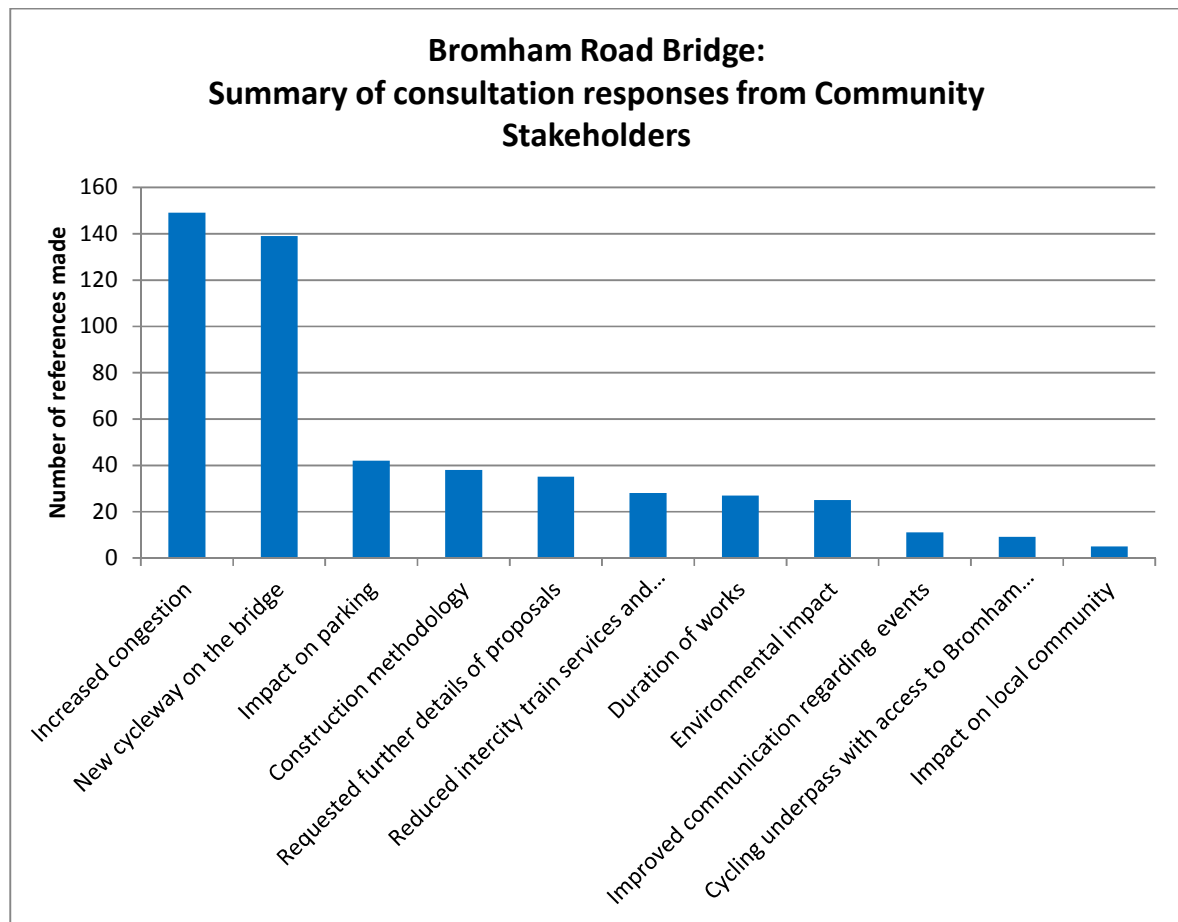


Figure 3: Bromham Road Bridge - Summary of responses from community stakeholders grouped by theme

3.4.10 The majority of community stakeholders responded via the online consultation portal (%), with email (16%) and paper feedback forms (11%) being less popular mechanisms for feedback (**Figure 4**).

3.4.11 **Appendix XIX** contains further details of comments received during community consultation.

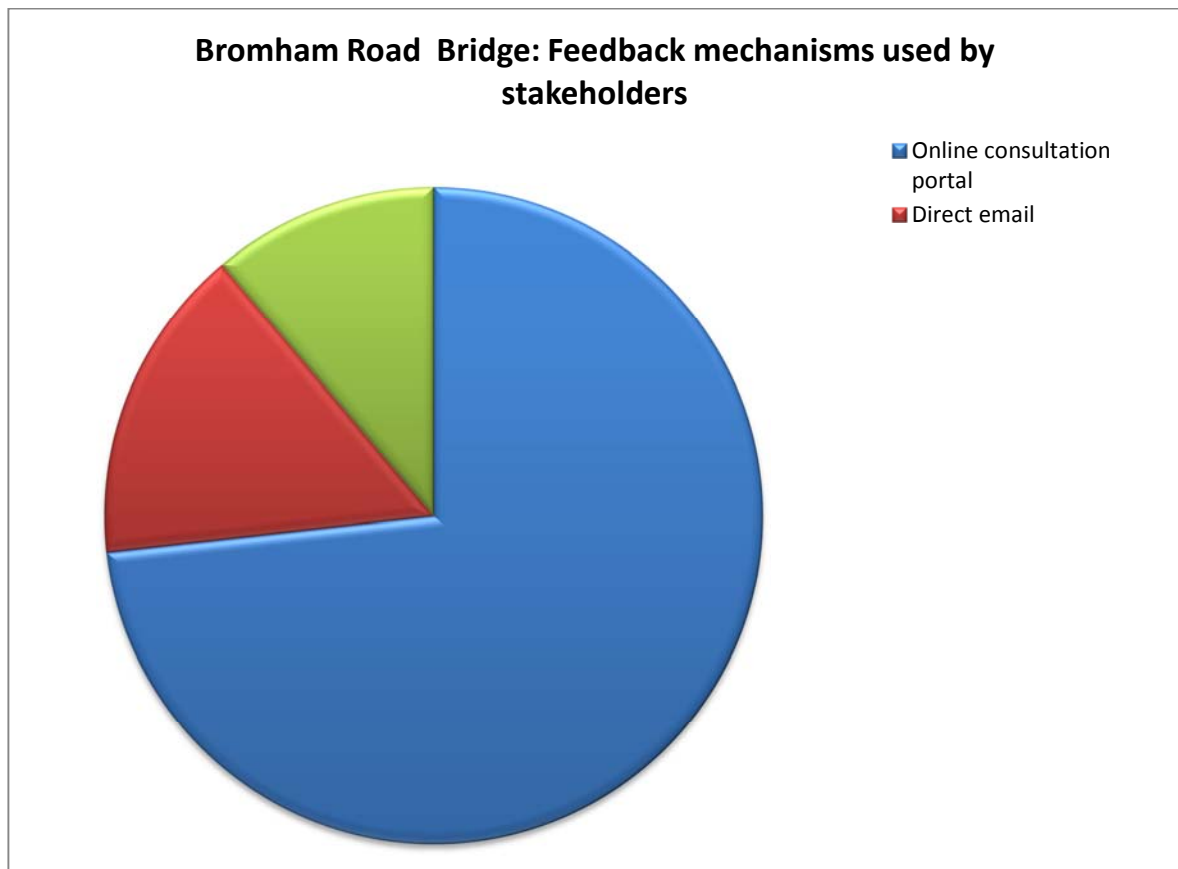


Figure 4: Bromham Road Bridge – Feedback mechanisms used by stakeholders

3.5 Souldrop Level Crossing

3.5.1 A total of 19 responses were received from members of the public, 1 response from statutory stakeholders, and a total of 24 people attended the two consultation events regarding proposals for Souldrop level Crossing.

3.5.2 Stakeholder consultation: One of the two stakeholder responses received was from the Chair of Knotting and Souldrop Parish Council, who expressed support for the proposed scheme. The second response was from local landowners and the land agent acting on their behalf, to express their objections to the proposed diversion route crossing over land in their ownership. **Appendix XXI** contains further details of comments received during stakeholder consultation.

3.5.3 Community Consultation: As illustrated in **Figure 5**, 83% of respondents that answered the question 'Do you support the footpath diversion to Back Lane?' agreed or strongly agree with the proposed footpath diversion, and 17% (3 respondents) strongly disagreed with the proposals. The reasons for these were:

- Disagreeing that there is a safety case for the closure of the level crossing
- The diversion route is circuitous compared to the existing direct route
- Not happy that the diversion route would be going across their land

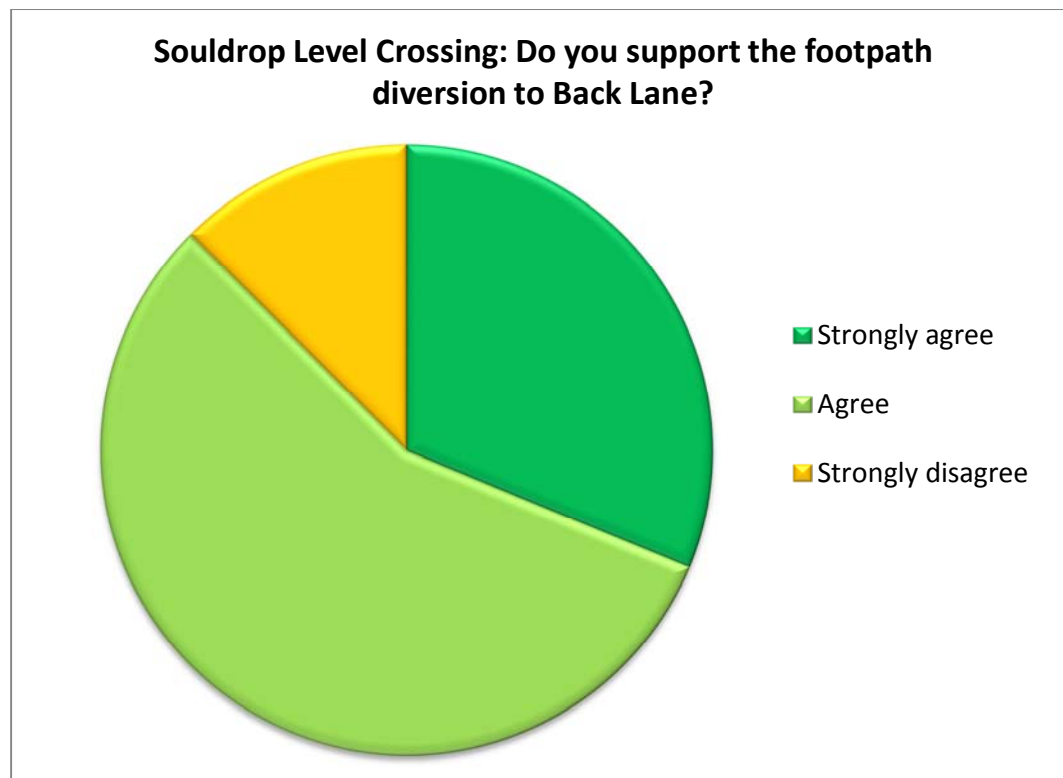


FIGURE 5: Souldrop Level Crossing – Community stakeholder responses to question ‘Do you support the footpath diversion to Back Lane?’

- 3.5.4 The majority of comments received were in favour of closing the level crossing (**Figure 5**), with some concerns raised about the current maintenance of the existing footpath, and whether the new footpath will also be poorly maintained. Network Rail has shared these concerns with Bedford Borough Council, who holds the responsibility for maintaining the existing and proposed public right of way.
- 3.5.5 The majority of respondents (55%) submitted their responses face to face, at the consultation events, with postal feedback forms being the least popular mechanism used (**Figure 6**).

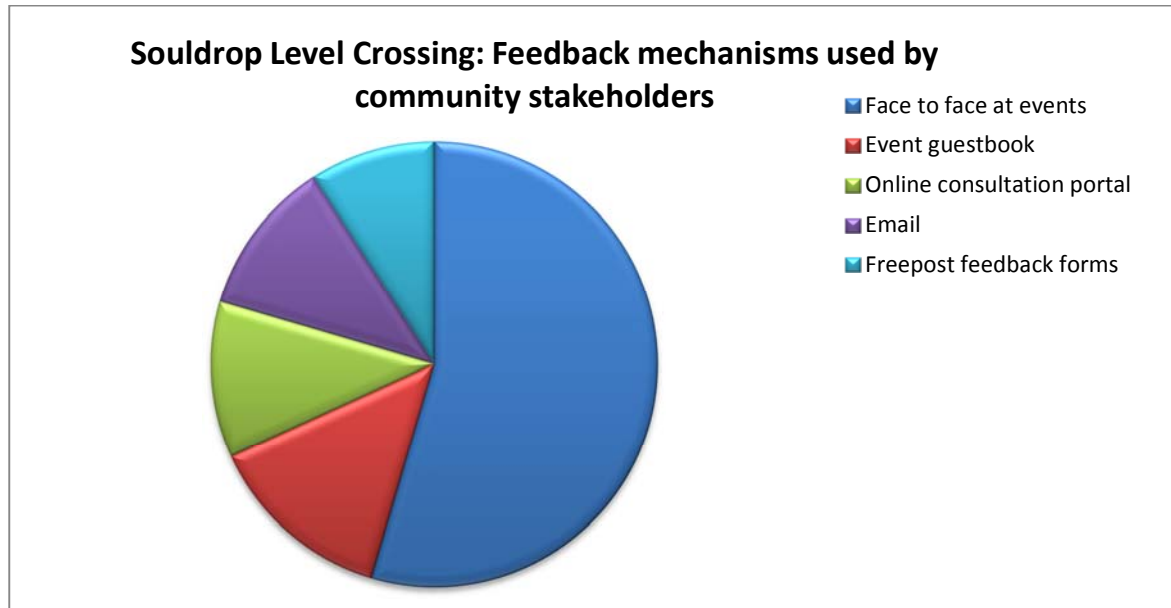


FIGURE 6: Souldrop Level Crossing – Feedback mechanisms used by community stakeholders

3.5.6 **Appendix XX** contains further details of comments received during community consultation.

4 RESPONSE TO FEEDBACK

4.1 Souldrop Level Crossing

4.1.1 As a result of feedback from Bedford Borough Council and Knotting and Souldrop Parish council, suggesting that members of the public may have been unable to attend the first public consultation event for Bromham Road Bridge, as the event venue was not in the village of Souldrop, a further consultation event was held at Souldrop Village Hall, and the consultation end date was also extended from 18th May 2018 to 24th May 2018.

4.2 Bromham Road Bridge

4.2.1 As a result of feedback from Bedford Borough Council and community stakeholders, suggesting that members of the public may have been unable to attend the first public consultation event for Bromham Road Bridge because the event occurred during working hours, an additional event was held which ended at 8pm, in order to allow for further participation in the consultation process. The consultation period was also extended by a week to allow for further comments.

4.2.2 In response to feedback from the local community and local authority concerns, the proposed usage of Bedford Station car park has been amended to reduce the number of car parking spaces affected (**Figure 7**). This has been accomplished through the use of an alternative construction compound south of Bromham Road, adjacent to Ford End Road Bridge. Some car parking spaces will still be affected as

the use of a crane is necessary during the construction process. The project team will explore the potential to further reduce the number of car parking spaces affected, once the exact size of the crane required has been finalised.

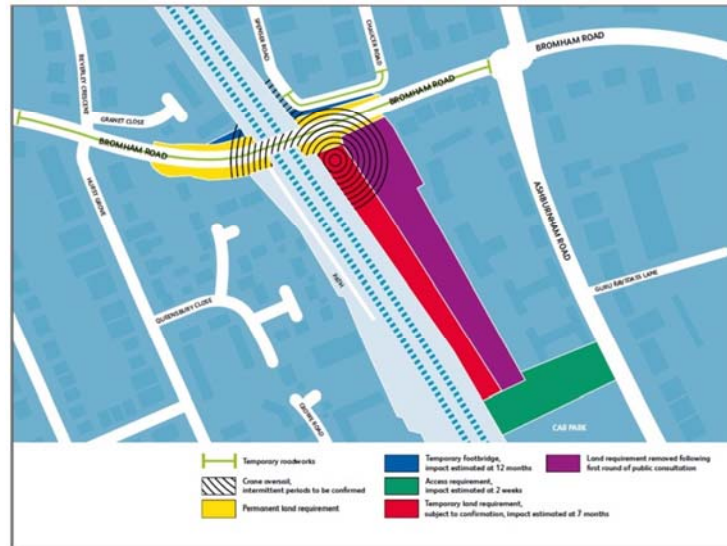


Figure 7: Bromham Road Bridge - Proposals for land acquisition

- 4.2.3 Although local residents, local cycling groups, and the local authority have expressed a desire for the reconstructed bridge to incorporate a dedicated cycleway and segregated pedestrian footway; the provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership.
- 4.2.4 Fully incorporating these suggestions into the bridge design would mean demolition and reconstruction of the entire bridge down to the foundations, and the acquisition of further third-party land. Network Rail currently intends to retain and reuse the existing brick piers and foundations; in order to achieve safe clearance for OLE equipment, the highway surface level over the length of the reconstructed bridge will need to be lifted by approximately 320mm.
- 4.2.5 In response to consultation feedback, the bridge designs have been amended to widen the existing structure as far as possible using the existing foundations and piers, which provides (approximately) an additional 600mm of width.
- 4.2.6 Widening the bridge further than this would require full demolition to ground level and possible changes to the foundations, which may impact on existing railway infrastructure. It would also require amendments to the alignment of the existing approach road to cater for a wider road profile, which would require more temporary and permanent land to be acquired, in order to construct the larger structure. This would need to be confirmed by a feasibility study, and the additional land is not in Network Rail's ownership and would impact on residential property in the vicinity of Bromham Road Bridge.
- 4.2.7 The project team is reviewing opportunities for reducing the construction duration and

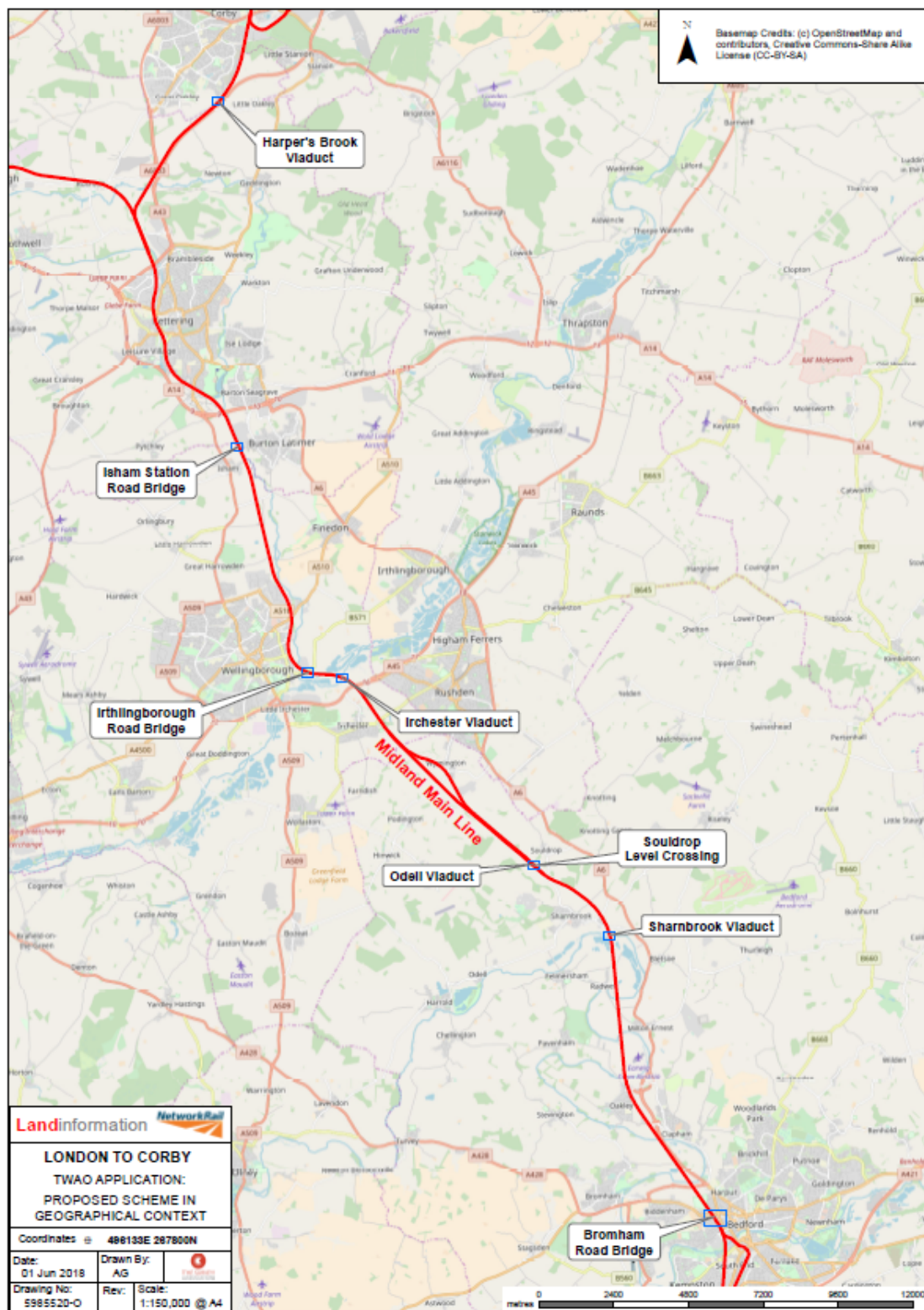
minimising local disruption as far as is reasonably practicable, without compromising the safety of workers and the general public.

- 4.2.8 Network Rail is also exploring whether it is possible to incorporate passive provision for a cycle and/or footway in to the bridge design, enabling Bedford Borough Council to implement this addition in the future, if they are in a position do so.
- 4.2.9 **Appendix XVIII** and **Appendix XIX** contain further details of comments received during consultation on proposals for Bromham Road Bridge.

5 CONCLUSION


- 5.1 Consultation has been ongoing since 2013 in some locations and was undertaken first in relation to the Proposed Scheme as a whole, and then as specific to this TWAO application.
- 5.2 Consultees included the local community, those organisations listed within Schedule 5 and 6 of the Application Rules, best practice and non-statutory consultees listed within Annex 4 of 'A Guide to TWA Procedures' (see **Appendix III**), the relevant local authorities and any owner, lessee, tenant or occupier of land potentially impacted by the Proposed Scheme (listed in the Book of Reference which supports the Order application).
- 5.3 Consultation has been important in helping to identify potential issues during the Proposed Scheme's development. The feedback submitted has been considered and, where possible, taken into account.
- 5.4 Network Rail has responded to stakeholder feedback and amended proposals for land acquisition and the consultation strategy for Bromham Road Bridge and the consultation strategy Souldrop Level Crossing, as described in **Section 4**.
- 5.5 Network Rail will continue to seek agreement with landowners and other stakeholders regarding the temporary and permanent land requirements for the Proposed Scheme.
- 5.6 Network Rail will continue to liaise with both stakeholders and the community following the decision made as a result of the TWAO submission and, consequently, the further design and construction of the Proposed Scheme.

APPENDIX I – PROPOSED SCHEME IN GEOGRAPHICAL CONTEXT



APPENDIX II: EXAMPLE CONSULTATION LETTER TO LOCAL AUTHORITIES

PAGE 1 OF 3



London to Corby TWAO Consultation
Brunel House, RTC Business Park London
Road, Derby
DE24 8UP

<<Name>>
<<Address1>>
<<Address2>>
<<Address3>>
<<Address4>>

16th April 2018

Dear Sir / Madam,

**LONDON TO CORBY (LAND ACQUISITION, LEVEL CROSSING & BRIDGE WORKS)
TRANSPORT AND WORKS ACT ORDER**

As you may be aware from ongoing consultation and discussions with your local authority, Network Rail Infrastructure Limited ("Network Rail"), intends to submit an application for an Order under the Transport and Works Act 1992 (TWAO) as part of its work to upgrade the Midland Main Line, under the London to Corby Project. The London to Corby (L2C) Project includes electrifying the railway from Bedford northwards to Kettering and Corby, installation of a fourth track between Bedford and Kettering, and lengthened platforms to enable longer trains.

This TWAO would enable Network Rail to secure additional land rights at four railway overbridges, secure the diversion of a footpath at a level crossing, and to secure powers to undertake works for the purposes of reconstructing Bromham Road Bridge (including deemed planning permission).

Although the proposed TWAO would confer compulsory powers on Network Rail, we would prefer to reach agreement with landowners and other stakeholders.

This letter summarises the proposed works in your area, which are to be included in the TWAO.

Negotiations with landowners and other stakeholders are ongoing, and if agreement should be reached with Network Rail prior to the submission of the Order application (June 2018), then these elements will be withdrawn from the final application.

Souldrop Level Crossing

In order to facilitate the closure of the railway crossing over the Midland Main Line railway line at Souldrop, Network Rail is proposing to stop up a section of the existing footpath (Public Footpath No. 2 Knotting and Souldrop) over Souldrop Level Crossing and create a new section of public footpath that diverts pedestrians to Back Lane, (postcode MK44 1EX). The Proposed Scheme would permanently close Souldrop Level Crossing for reasons of safety.

Network Rail has already made an application to Bedford Borough Council for a Rail Crossing Diversion Order under Section 119A of the Highways Act 1980 to create the new footpath connecting to Public Bridleway No. 33 and extinguish the public right of way over the railway.

In the event that agreement is reached (as above under S119A of the Highways Act), Network Rail

letter to Council~ 4136-6054-4531 v.1.docx

APPENDIX II: SAMPLE CONSULTATION LETTER TO LOCAL AUTHORITIES

PAGE 2 OF 3

will drop those elements of the TWAO application.

If the current Highways Act application is validly opposed, Network Rail will review its position and may withdraw its application to Bedford Borough Council and, instead pursue the level crossing closure and footpath diversion by means of the TWAO. The rationale for taking this course is to avoid the possibility of two public inquiries relating to the same project.

Bromham Road Bridge

Bromham Road Bridge is a two span brick arch bridge that lies to the north of Bedford Central station and carries the 2-lane single carriageway Bromham Road over the Midland Main Line. This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to safely pass beneath it, and therefore the bridge needs to be demolished and then reconstructed. The reconstructed bridge will be slightly wider than the existing bridge, within the existing constraints of the current bridge supports.

The bridge would remain in the ownership of the Council and the Council would remain responsible for maintenance of the bridge and the supporting embankments. Network Rail would intend to transfer to the Council any land acquired from other parties on which the structures are constructed.

Sharnbrook Viaduct

Sharnbrook Viaduct is a ten span viaduct which carries the Midland Main Line railway line over the River Ouse, and lies to the South East of Sharnbrook village. In order to enable electrification of the railway at this location, it will be necessary to install overhead line equipment (OLE) on the exterior of these structures.

OLE equipment generally includes overhead conductors with a copper contact wire suspended from steel masts, which are mounted upon concrete foundations along the track. However, at these particular locations such as viaducts, the masts will need to be attached to the exterior of the structures, and therefore fall within the airspace of adjoining landowners. The proposed scheme involves a maximum of 3 metres of additional airspace from the outside edge of the viaducts. The attached (indicative) plan illustrates an overview of the proposals at this location.

Odell Viaduct

Odell Viaduct is a ten span brick arch structure that lies to the south west of the village of Souldrop and carries the single lane road known as Back Lane over the Midland Main Line. This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to safely pass beneath it, and therefore a single span of the bridge needs to be demolished and then reconstructed with additional works to enhance the strength of the structure for 4 spans.

Additional land and rights are required to build up the bridge embankments and approach roads to align with the (higher) reconstructed bridge decks, to provide temporary compounds for construction activities, and to accommodate the use of cranes, which would be over sailing third party land. The attached (indicative) plan illustrates an overview of the proposals at this location.

APPENDIX II: SAMPLE CONSULTATION LETTER TO LOCAL AUTHORITIES

PAGE 2 OF 3

Give us your views

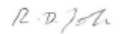
We are writing to you at this stage because you are a statutory consultee under the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006 and we would like to receive your feedback on our Proposed Scheme. As a statutory consultee, you will receive a formal notice of the application in due course.

You are invited to share your feedback about the proposals outlined above, prior to 31st May by:

- Email to L2CTWAO@networkrail.co.uk
- Telephone to Network Rail's 24 hour National Helpline on 03457 11 41 41
- Post to:

London to Corby TWAO Consultation
Brunel House, RTC Business Park London Road, Derby
DE24 8UP

Yours faithfully,



Richard John
Head of Consents & Environment
Infrastructure Projects East Midlands, Network Rail
L2CTWAO@networkrail.co.uk

APPENDIX III: STAKEHOLDERS LISTED IN SCHEDULES 5 AND 6 AND ANNEX 4 OF THE TWAO APPLICATION RULES

APPENDIX III a – SCHEDULE 5

THE NETWORK RAIL LONDON TO CORBY (LAND ACQUISITION, LEVEL CROSSING & BRIDGE WORKS) ORDER JUNE 2018 SCHEDULE 5 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
1.	Works affecting the foreshore below mean high water spring tides, or 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 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	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	Not applicable
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 reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	The British Waterways Board; the Inland Waterways Advisory Council; the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	Not applicable	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	Not applicable

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil test.	The Environment Agency	Not applicable	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	Not applicable
8.	Works affecting a site protected under section 1 of 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	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 public expense, the street managers.	Applicable for Bromham Road bridge only	Applicable – Bedford Borough Council
10.	The stopping up or diversion of a footpath, a bridleway or a cycle track.	Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, 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; and for works – (a) in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and (b) in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and (c) in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South	Applicable for Souldrop LC only <ul style="list-style-type: none"> • Auto-Cycle Union • British Horse Society • Byways and Bridleways Trust • Open Spaces Society • Ramblers' Association • British Driving Society • Cyclists Touring Club • Knotting & Souldrop Parish Council • Bedford Borough Council – copy of parish council letter 	Applicable – consultation letters & invitation to public consultation event

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
		<p>Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>(d) in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Walden, the Chiltern Society; and</p> <p>(e) in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>(f) in Wales, the Welsh Trail Riders' Association.</p>		
11.	The construction of a transport system involving the placing of equipment in or over a road.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable	Not applicable
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.	<p>Applicable for Bromham Road Bridge only. Statutory undertakers identified:</p> <ul style="list-style-type: none"> • Anglian Water • Bedford Borough Council • BT • City Fibre • Level 3 Instalcom • National Grid • UK Power Networks • Virgin Media 	Applicable – consultation letters, and invitation to consultation event

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
13.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	Not applicable	Not applicable
14.	Works affecting— (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990; (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site.	For works – (a) in or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Not applicable	Not applicable
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	16. For works – (a) in England, the Historic Buildings and Monuments Commission for England; and (b) in Wales, the National Assembly for Wales	Not applicable	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 the Wildlife and Countryside Act 1981; (ii) an area within 2 kilometres of such 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 section 36 of that Act.	For works – (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Countryside Council for Wales	Not applicable	Not applicable
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works- (a) in England, the Countryside Agency; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served on:	Proposed recipients:	Project development and design consultation
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 other royal palace or 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	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, been used 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.	The Environment Agency.	Not applicable	Not applicable
21.	The carrying out of an operation requiring hazardous substances 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	Not applicable
22.	Works not in accordance with a development plan and which either - (i) involve 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.	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	Not applicable

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

23.	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway.	The Rail Passengers' Council or the London Transport Users Committee as the case may require.	Not applicable	Not applicable
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 (Now ORR)	Not applicable	Not applicable
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	The Office of Rail Regulation.	Not applicable	Not applicable
26.	The right of a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	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	Not applicable
28.	Works to be carried out in Greater London.	The Mayor of London	Not applicable	Not applicable

APPENDIX III b – SCHEDULE 6

THE NETWORK RAIL LONDON TO CORBY (LAND ACQUISITION, LEVEL CROSSING & BRIDGE WORKS) ORDER JUNE 2018 SCHEDULE 6 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

	Authority sought for:	Documents to be served:	Proposed recipients:	Project development and design consultation
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).	For works – (a) in or adjacent to England, English Nature; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	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) for works – (a) in England, English Nature; and (b) in Wales, the Countryside Council for Wales	Not applicable	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) for works – (a) in England, English Nature; and (b) in Wales, the Countryside Council for Wales.	Not applicable	Not applicable
4.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	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	Not applicable
5.	Works which would, or would apart from the making of the order, require a consent to the discharge of water into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	The Environment Agency.	Not applicable	Not applicable

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served:	Proposed recipients:	Project development and design consultation
6.	Works likely to affect the volume or character of traffic entering or leaving – (i) a special road, a trunk road; or (ii) any other classified road.	(i) 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	Not applicable
7.	The construction of a transport system involving the placing of equipment in or over a road (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 road at, the part of the road 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	Not applicable
8.	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976 (interpretation)	The Theatres Trust.	Not applicable	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(a) of the Acquisition of Land Act 1981).	The Church Commissioners	Not applicable	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 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Not applicable	Not applicable
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner or occupier of the land, other than an owner or occupier named in the book of reference as having a right or interest in or over that land.	Not applicable	Not applicable

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

	Authority sought for:	Documents to be served:	Proposed recipients:	Project development and design consultation
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Royal Mail	Consultation letter
14.	Works in an area of coal working notified to the 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 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations)	Not applicable	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 Commissioner for Wales	Not applicable	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 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent enquiry.	Not applicable	Not applicable

APPENDIX III c – ANNEX 4

THE NETWORK RAIL LONDON TO CORBY (LAND ACQUISITION, LEVEL CROSSING & BRIDGE WORKS) ORDER JUNE 2018 ANNEX 4 - THOSE TO BE SERVED WITH A COPY OF THE APPLICATION AND DOCUMENTS

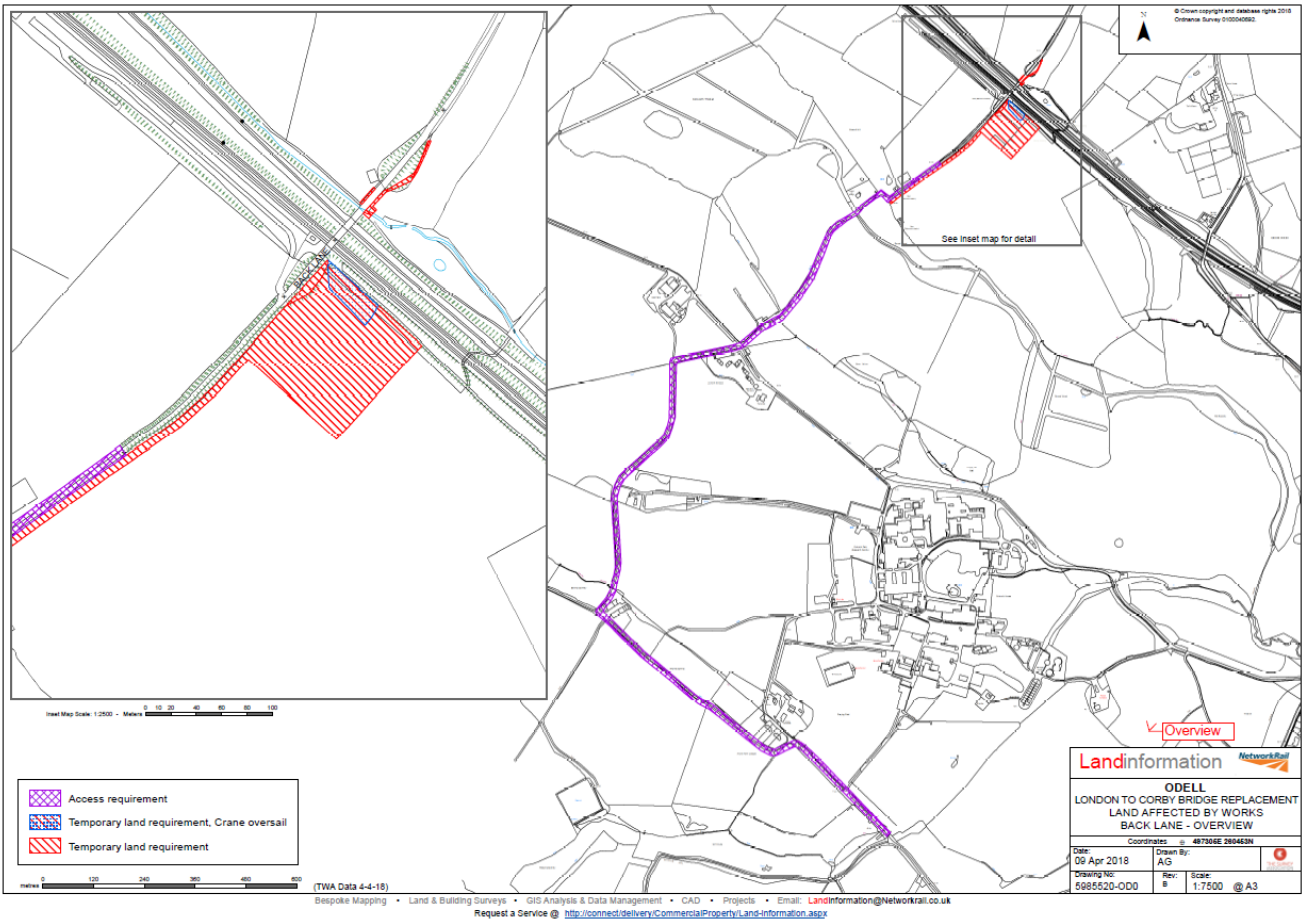
Column (1) of Annex 4 (A Guide to TWA Procedures) Content of application		Stakeholder identification (in accordance with Column 2 of Annex 4 – Consultee)	Has consultation already been undertaken?	Comments
1	Works involving new or modified passenger transport services	<ul style="list-style-type: none"> Disabled Persons Transport Advisory Committee Any local consultative body representing recognised transport users groups 	N/A	N/A
2	Works or other proposals relating to inland waterways	<ul style="list-style-type: none"> Association of Waterways Cruising Clubs Residential Boat Owners Association British Marine Industries Federation 	N/A	N/A
3	Works affecting land protected under section 6(1)(b) of the Green Belt (London and Home Counties) Act 1938	<ul style="list-style-type: none"> The London Green Belt Council Open Spaces Society Ramblers Association 	N/A	N/A
4	Works affecting green field sites	<ul style="list-style-type: none"> 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 	N/A	N/A
5	Works affecting commons, open spaces and allotments (as defined in section 19(4) of the Acquisition of Land Act 1981)	<ul style="list-style-type: none"> The relevant County Wildlife Trust Open Spaces Society Ramblers Association Royal Society for the Protection of Birds 	N/A	N/A
6	Works affecting or adjoining land belonging to the National Trust	<ul style="list-style-type: none"> The National Trust 	N/A	N/A
7	Works affecting agricultural land	<ul style="list-style-type: none"> Country Land and Business Association National Farmers Union 	N/A	N/A

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

8	Works affecting the foreshore, river estuaries or river banks	<ul style="list-style-type: none"> The relevant County Wildlife Trust Royal Society for the Protection of Birds 	N/A	N/A
9	Works interfering with rights of navigation for sea-going vessels	<ul style="list-style-type: none"> British Marine Industries Federation Chamber of Shipping Royal Yachting Association 	N/A	N/A
10	Works affecting conservation areas, listed buildings and scheduled monuments	<ul style="list-style-type: none"> Joint Committee of the National Amenity Societies 	N/A	N/A
11	Works affecting other nationally important buildings or monuments or sites of archaeological interest registered in County Sites & Monuments Records (SMRs)	<ul style="list-style-type: none"> 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 	N/A	N/A
12	Works affecting the townscape	<ul style="list-style-type: none"> Civic Trust Royal Town Planning Institute Commission for Architecture and the Built Environment In Wales, the Design Commission for Wales 	N/A	N/A
13	Railway Preservation Schemes	<ul style="list-style-type: none"> Heritage Railway Association 	N/A	N/A
14	Tramway Projects	<ul style="list-style-type: none"> National Tramway Museum 	N/A	N/A
15	Works affecting coastal waters	<ul style="list-style-type: none"> Marine Conservation Society National Federation of Fishermen's Organisations 	N/A	N/A

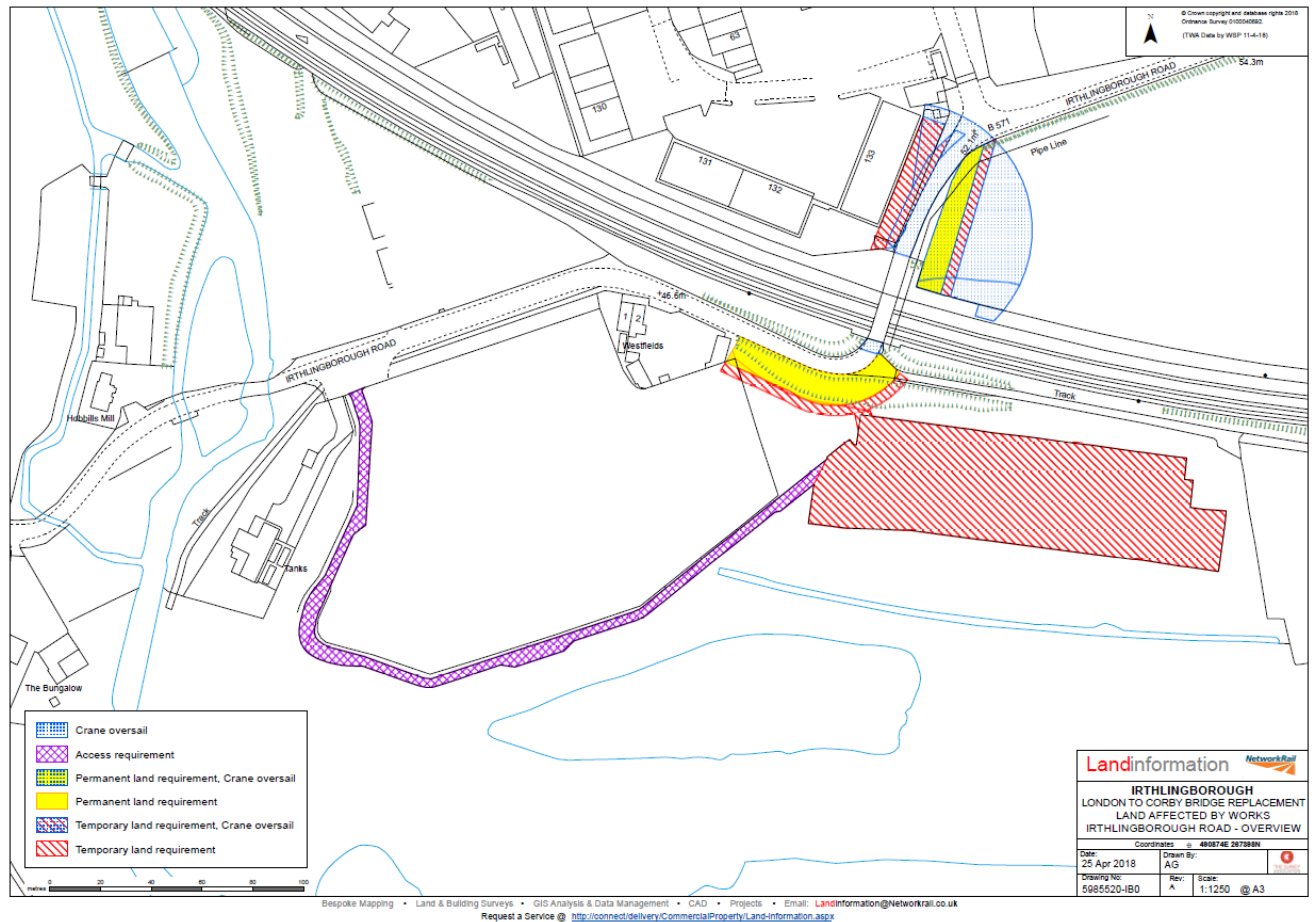
APPENDIX IV: OVERVIEW OF PROPOSALS AT ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 1 of 3



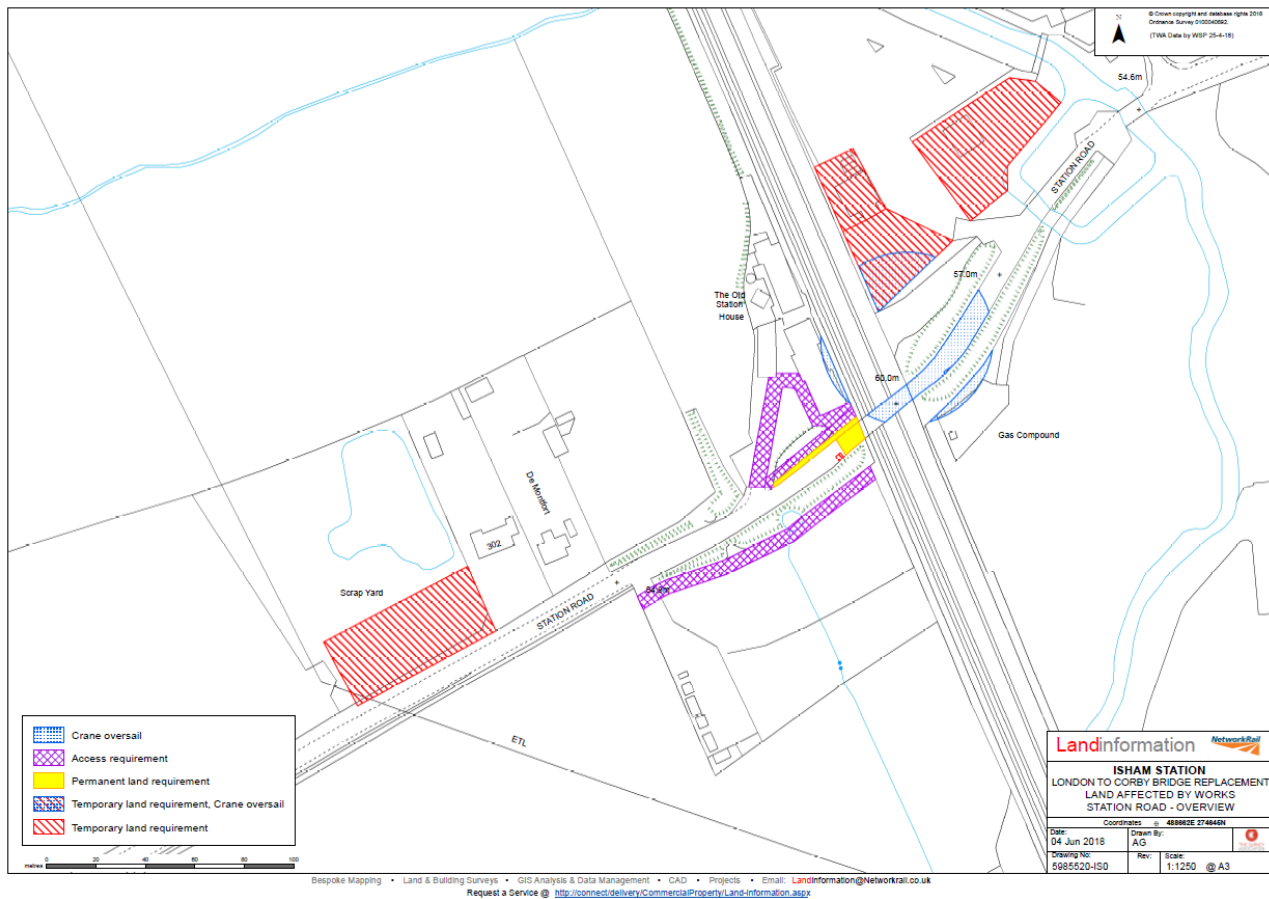
APPENDIX IV: OVERVIEW OF PROPOSALS AT ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 2 of 3




APPENDIX IV: OVERVIEW OF PROPOSALS AT ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 3 of 3



APPENDIX V: EXAMPLE CONSULTATION LETTER FOR ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 1 of 3



London to Corby TWAO Consultation
Brunel House, RTC Business Park London
Road, Derby
DE24 8UP

<<Name>>
<<Address1>>
<<Address2>>
<<Address3>>
<<Address4>>

26th April 2018

Dear <<Name>>,

PROPOSALS FOR WORKS TO ISHAM STATION ROAD BRIDGE

Network Rail Infrastructure Limited ("Network Rail"), are writing to you in order to consult you on the proposals for works to Isham Station Road Bridge ("Proposed Scheme").

Scheme Background:

As part of its ongoing work to upgrade the Midland Main Line, under the London to Corby Project, Network Rail is planning to reconstruct Isham Station Road Bridge in Wellingborough. The London to Corby (L2C) Project includes electrifying the railway from Bedford northwards to Wellingborough, Kettering and Corby, installation of a fourth track between Bedford and Kettering, and lengthened platforms to enable longer trains.

Isham Station Road Bridge is a six span over bridge that carries Station Road (which connects Burton Latimer and Isham) over the Midland Main Line.

This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to safely pass beneath it, and therefore the bridge needs to be demolished and then reconstructed.

Our Plans

In order to enable demolition of the current Isham Station Road Bridge, the construction of a modern replacement to our current safety standards, accommodate materials that will be used during the bridge construction and to facilitate the road diversion around the structure, Network Rail will need to secure additional land rights.

As the design of the Proposed Scheme has developed, it has become apparent that a certain part of your land, as shown on the attached (indicative) plan, will be required for permanent acquisition. In addition, land in your ownership will also be required temporarily for the construction of the new bridge, over a period of approximately 12 months. Further details of the programme will be shared with you when confirmed.

Network Rail has also been advised by its contractors that a crane will be used during the construction of the bridge, which will oversail land in your ownership, as shown in the shaded area on the plan attached to this letter. Such crane movements will be intermittent and of limited duration. Network Rail

APPENDIX V: EXAMPLE CONSULTATION LETTER FOR ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 2 of 3

will provide further details to you as the construction programme develops.

Stakeholder Consultation

Further to the discussions with you that have already taken place, Network Rail will continue to seek to engage with relevant landowners to secure the requirements for the proposed scheme by consent.

However, as it has not been possible thus far to secure all the necessary land and rights by negotiation, Network Rail intends to submit an application for an order under the Transport and Works Act 1992 (TWAo) to secure land and rights for the purposes of reconstructing Isham Station Road Bridge.

Although the proposed TWAo would confer compulsory powers on Network Rail, we would prefer to reach agreement with you regarding the oversailing and use of this land. Network Rail invites your feedback on these proposals and would very much welcome the opportunity to discuss this matter further with you over the coming weeks, prior to the submission of the application for the TWAo.

Network Rail expects to apply to the Secretary of State for Transport for this TWAo in June 2018 as part of the London to Corby Project.

Give us your views

We are writing to you at this stage because you are 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 our Proposed Scheme. As a statutory consultee, you will receive a formal notice of the application in due course.

You can share your views on these proposals by email to: L2CTWAo@networkrail.co.uk before 24th May 2018.

You can also provide feedback via Network Rail's National Helpline on: 03457 11 41 41

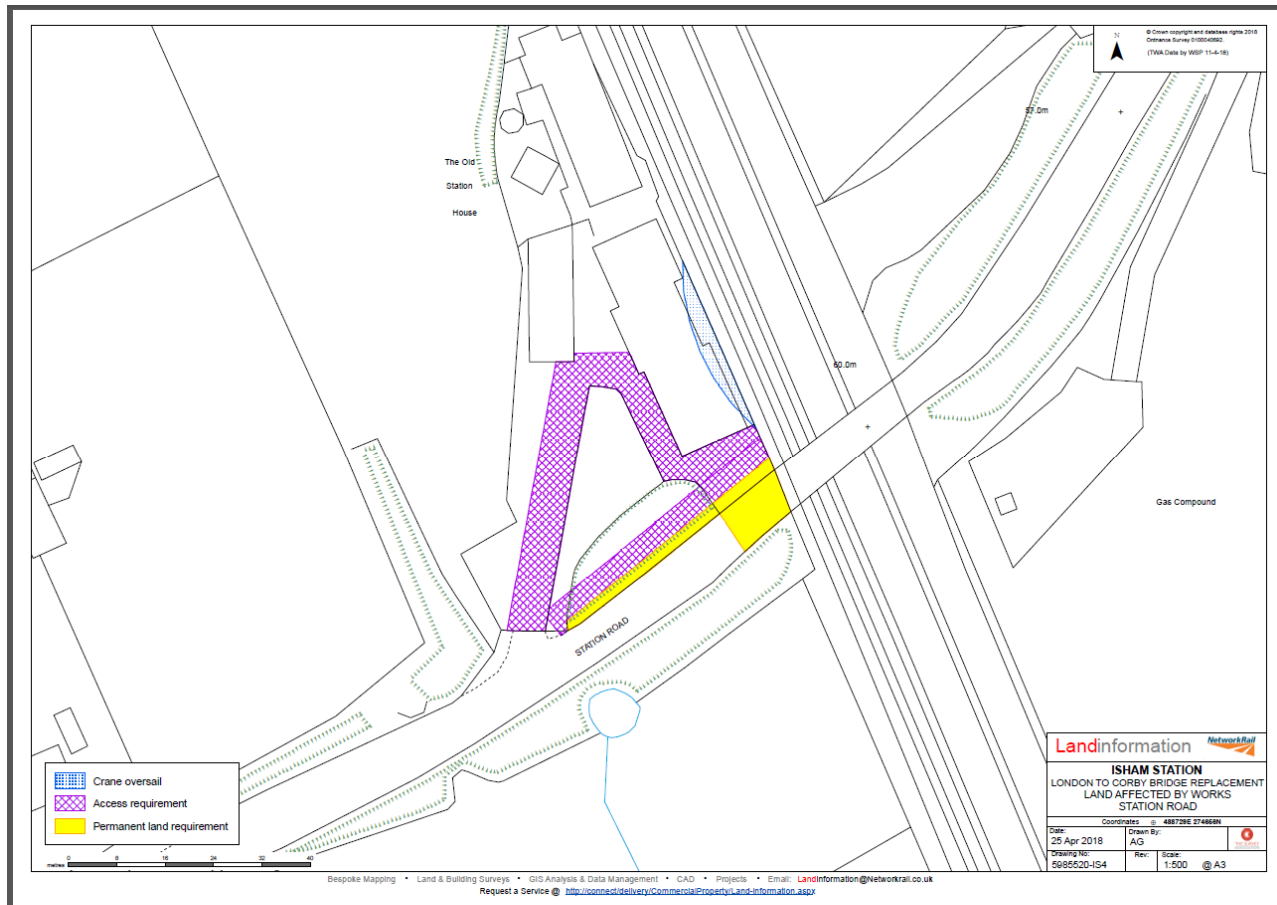
Yours faithfully,



Richard John
Head of Consents & Environment
Infrastructure Projects East Midlands, Network Rail
L2CTWAo@networkrail.co.uk

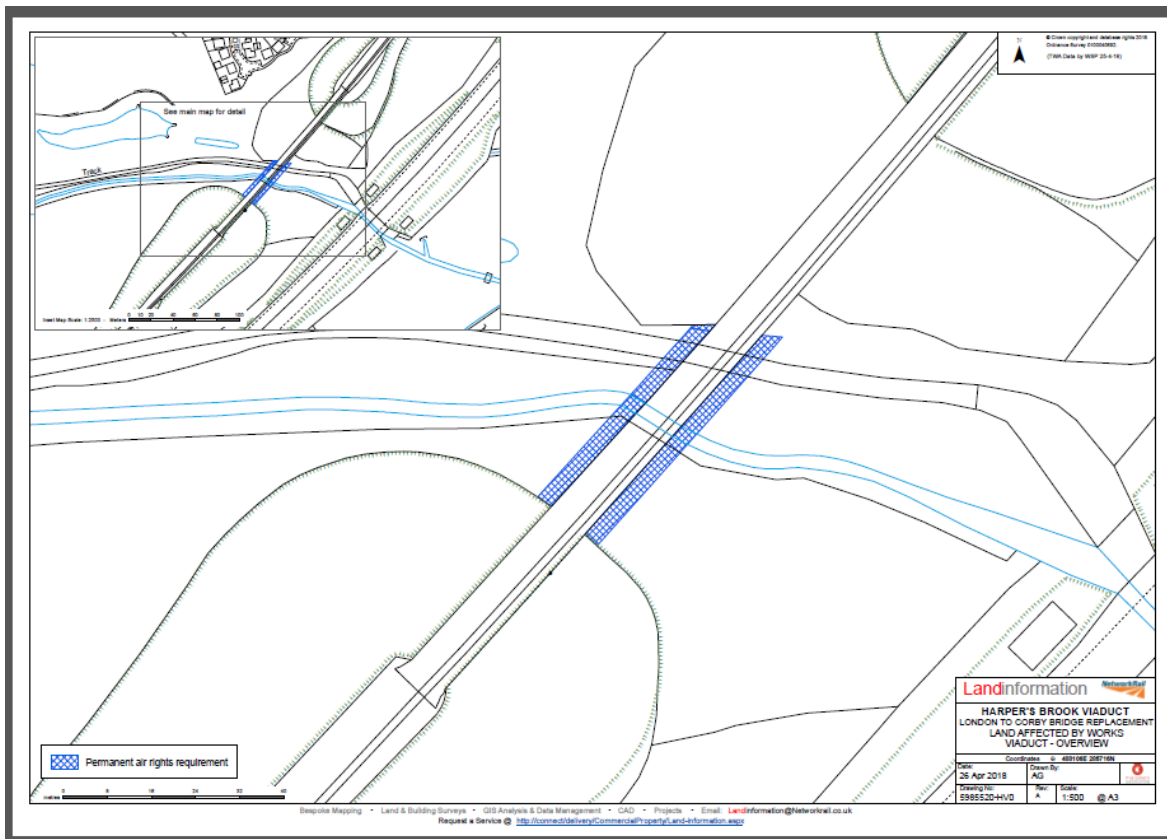
APPENDIX V: EXAMPLE CONSULTATION LETTER FOR ODELL VIADUCT, IRTHLINGBOROUGH ROAD BRIDGE AND ISHAM STATION ROAD BRIDGE

PAGE 3 of 3



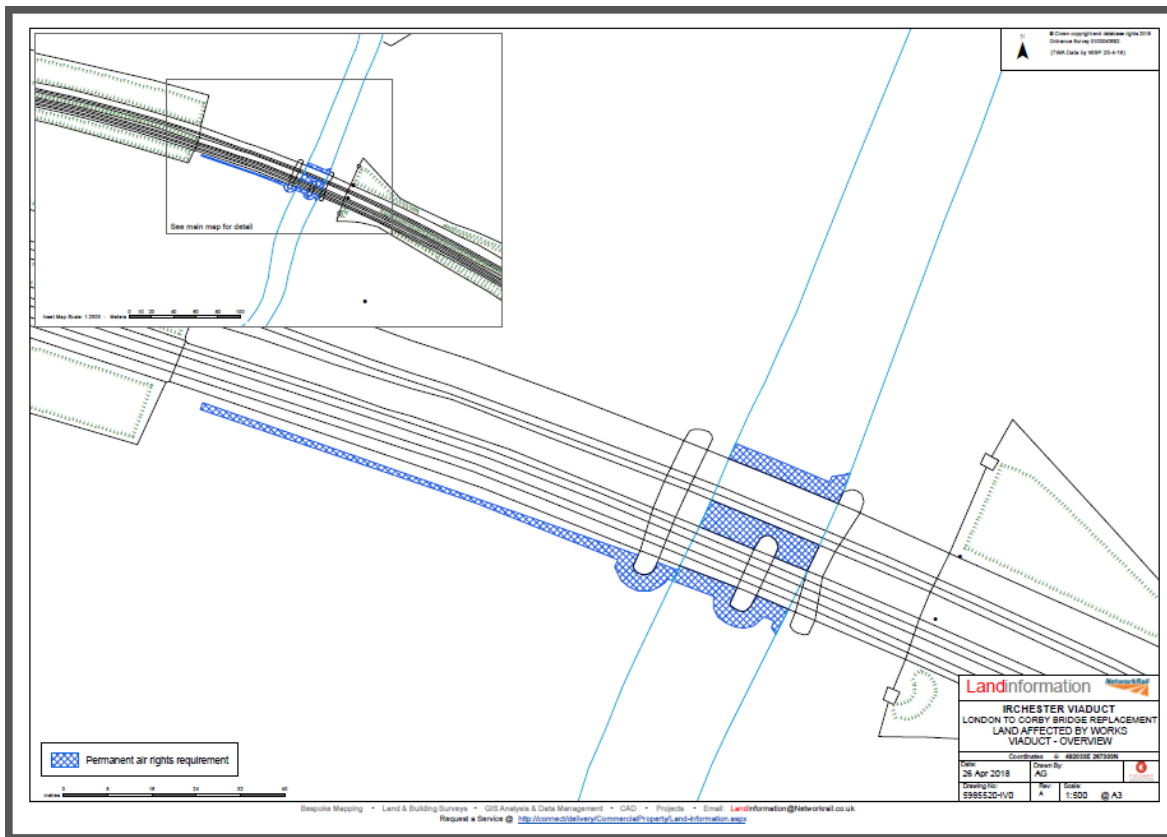
APPENDIX VI: OVERVIEW OF PROPOSALS AT HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT

PAGE 1 of 3



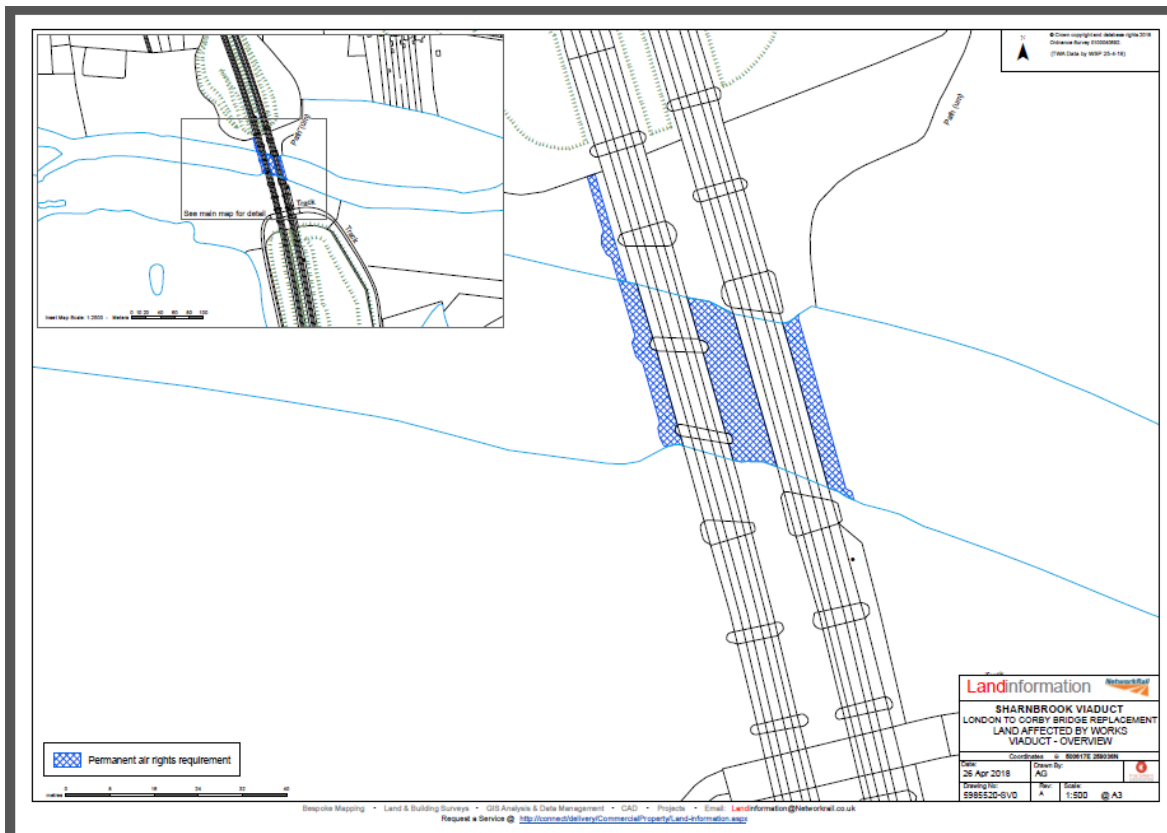
APPENDIX VI: OVERVIEW OF PROPOSALS AT HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT

PAGE 2 of 3




APPENDIX VI: OVERVIEW OF PROPOSALS AT HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT

PAGE 3 of 3



APPENDIX VII: EXAMPLE CONSULTATION LETTER FOR HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT

PAGE 1 of 2



London to Corby TWAO Consultation
Brunel House, RTC Business Park London
Road, Derby
DE24 8UP

<<Name>>
<<Address1>>
<<Address2>>
<<Address3>>
<<Address4>>
<<Address5>>

26th April 2018

Dear Sir / Madam,

PROPOSALS FOR WORKS TO HARPER'S BROOK VIADUCT

Network Rail Infrastructure Limited ("Network Rail"), are writing to you in order to consult you on the proposals for works to Harper's Brook Viaduct ("Proposed Scheme").

Scheme Background:

As part of its ongoing work to upgrade the Midland Main Line, under the London to Corby Project, Network Rail is planning to undertake works on Harper's Brook Viaduct. The London to Corby (L2C) Project includes electrifying the railway from Bedford northwards to Kettering and Corby, installation of a fourth track between Bedford and Kettering, and lengthened platforms to enable longer trains.

Harper's Brook Viaduct is a 12 span brick arch viaduct which carries the Midland Main Line railway line over Harper's Brook, and lies to the South of Corby and to the West of Great Oakley.

Our Plans

In order to enable electrification of the railway at this location, it will be necessary to install overhead line equipment (OLE) on the viaduct. OLE equipment generally includes overhead conductors with a copper contact wire suspended from steel masts, which are mounted upon concrete foundations along the track. However, at locations such as viaducts, these masts may be attached to the exterior of the structures, and fall within the airspace of adjoining landowners.

Network Rail will therefore need to secure additional rights to enable this electrical equipment to be installed onto the exterior of viaduct.

As the design of the Proposed Scheme has developed, it has become apparent that a certain part of air rights in your ownership, as shown on the attached (indicative) plan, will be required for permanent acquisition.

Stakeholder Consultation

Further to the discussions with you that have already taken place, Network Rail will continue to seek to engage with relevant landowners to secure the requirements for the proposed scheme by consent.

However, as it has not been possible thus far to secure all the necessary rights by negotiation, Network Rail intends to submit an application for an order under the Transport and Works Act 1992

APPENDIX VII: EXAMPLE CONSULTATION LETTER FOR HARPERS BROOK VIADUCT, IRCHESTER VIADUCT AND SHARNBROOK VIADUCT

PAGE 2 of 2

(TWAO) to secure rights for the purposes of installing overhead line electrical equipment on Harper's Brook Viaduct.

Although the proposed TWAO would confer compulsory powers on Network Rail, we would prefer to reach agreement with you regarding the Proposed Scheme. Network Rail invites your feedback on these proposals and would very much welcome the opportunity to discuss this matter further with you over the coming weeks, prior to the submission of the application for the TWAO.

Network Rail expects to apply to the Secretary of State for Transport for this TWAO in June 2018 as part of the London to Corby Project.

Give us your views

We are writing to you at this stage because you are 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 our Proposed Scheme. As a statutory consultee, you will receive a formal notice of the application in due course.

If you wish to provide feedback regarding these proposals, please contact us before 24th May 2018, by email to: L2CTWAO@networkrail.co.uk or by writing to:

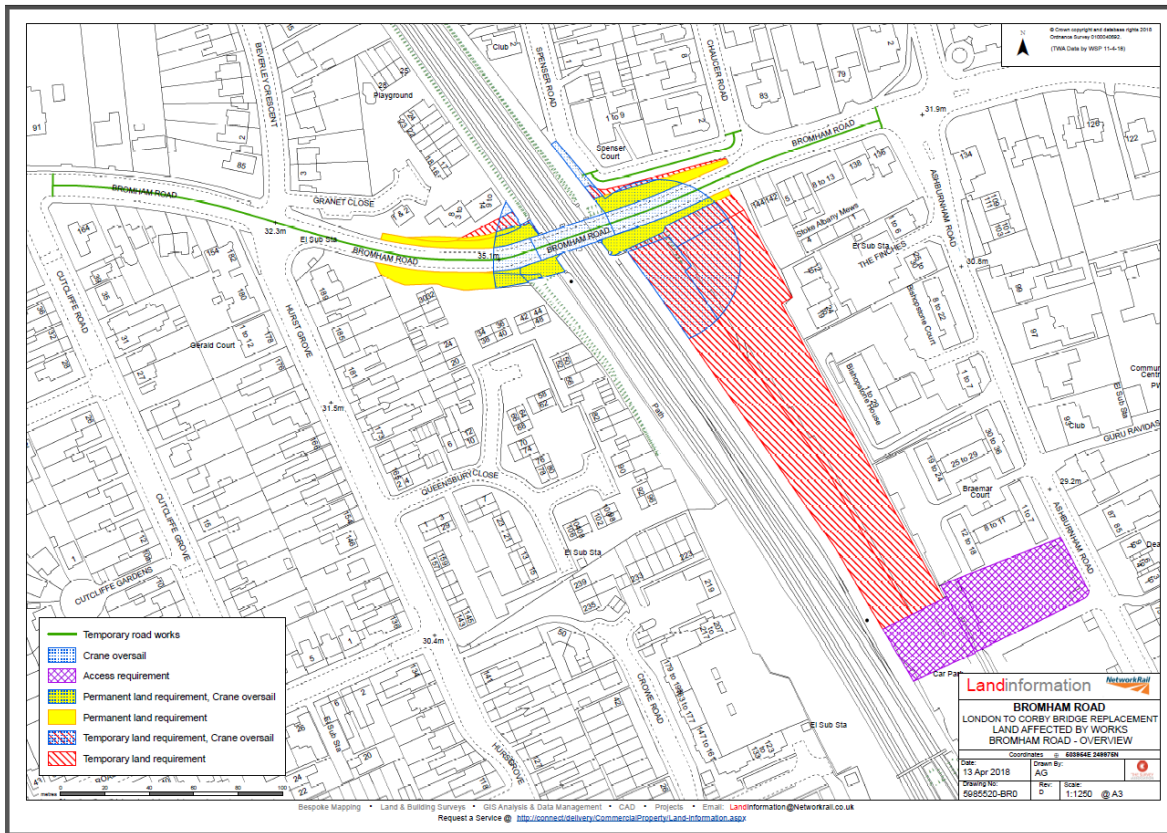
London to Corby TWAO Consultation
Brunel House, RTC Business Park London Road, Derby
DE24 8UP

You can also provide feedback via Network Rail's National Helpline on: 03457 11 41 41

Yours faithfully,


Richard John
Head of Consents & Environment
Infrastructure Projects East Midlands, Network Rail
L2CTWAO@networkrail.co.uk

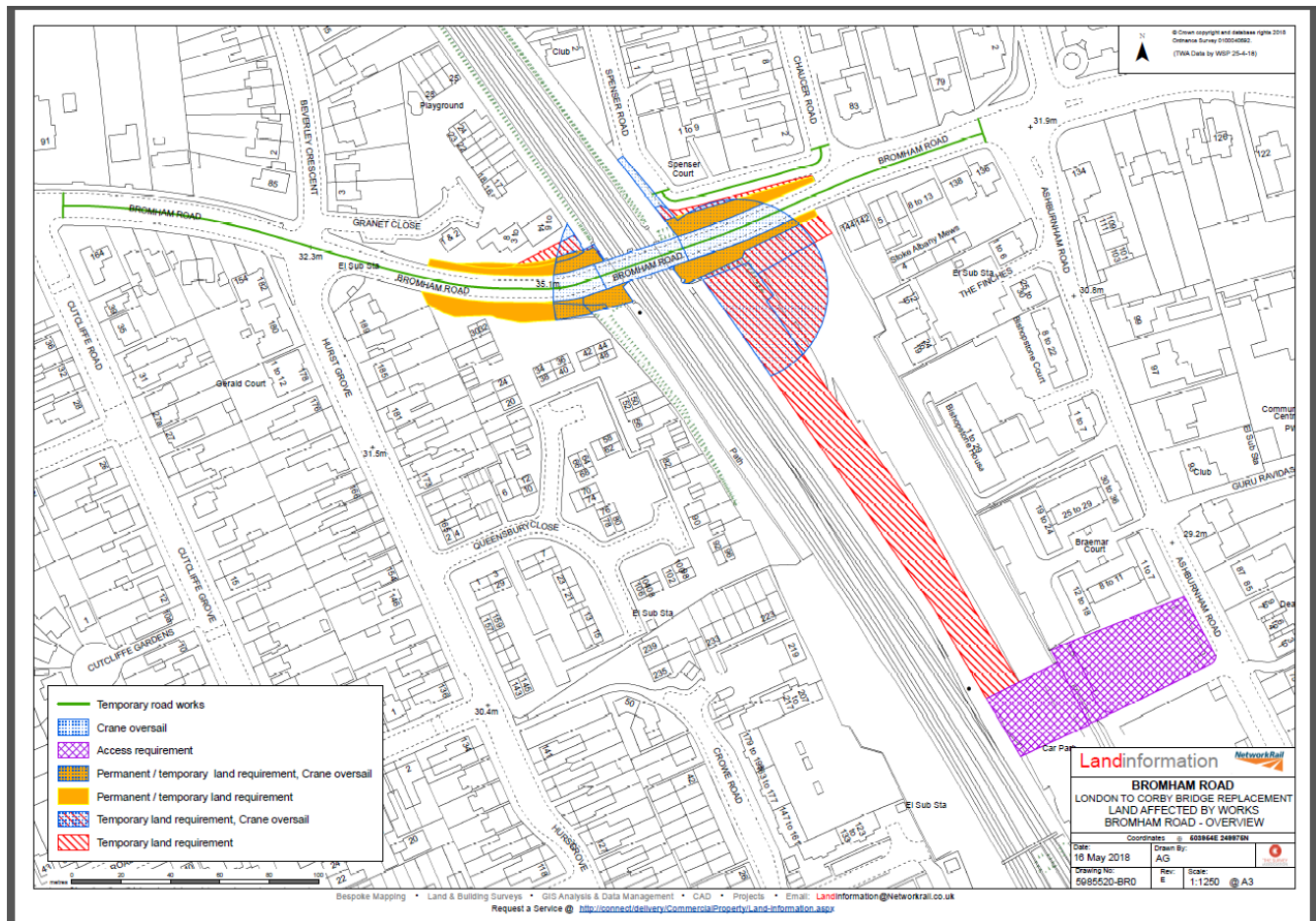
APPENDIX VIII: OVERVIEW OF PROPOSALS AT BROMHAM ROAD BRIDGE PAGE 1 of 2



Original proposal for consultation


APPENDIX VIII: OVERVIEW OF PROPOSALS AT BROMHAM ROAD BRIDGE

PAGE 2 of 2



Following consultation event of 20th April 2018, original proposal revised to decrease impact on Bedford Station Car Park

APPENDIX IX: BROMHAM ROAD BRIDGE EXAMPLE CONSULTATION LETTER PAGE 1 of 2


London to Corby TWAO Consultation
Brunel House, RTC Business Park London
Road, Derby
DE24 8UP

<<Name>>
<<Address1>>
<<Address2>>
<<Address3>>
<<Address4>>

13th April 2018

Dear Sir / Madam,

PROPOSALS FOR WORKS TO BROMHAM ROAD BRIDGE

Network Rail Infrastructure Limited ("Network Rail"), are writing to you in order to consult you on the proposals for works to Bromham Road Bridge ("Proposed Scheme").

Scheme Background:

As part of its ongoing work to upgrade the Midland Main Line, under the London to Corby Project, Network Rail is planning to reconstruct Bromham Road Bridge in Bedford. The London to Corby (L2C) Project includes electrifying the railway from Bedford northwards to Kettering and Corby, installation of a fourth track between Bedford and Kettering, and lengthened platforms to enable longer trains.

Bromham Road Bridge is a two span brick arch bridge that lies to the north of Bedford Central station and carries the 2-lane single carriageway Bromham Road over the Midland Main Line. This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to safely pass beneath it, and therefore the bridge needs to be demolished and then reconstructed. The reconstructed bridge will be slightly wider than the existing bridge, within the existing constraints of the current bridge supports.

Our Plans

In order to enable demolition of the current Bromham Road Bridge, the construction of a modern replacement to our current safety standards, accommodate materials that will be used during the bridge construction and to facilitate the road diversion around the structure, Network Rail will need to secure additional land rights.

As the design of the Proposed Scheme has developed, it has become apparent that a certain part of your land, as shown on the attached (indicative) plan, will be required for permanent acquisition.

Network Rail has also been advised by its contractors that a crane will be used during the construction of the bridge, which will oversail land in your ownership, as shown in the shaded area on the plan attached to this letter. Such crane movements will be intermittent and of limited duration. Network Rail will provide further details to you as the construction programme develops.

APPENDIX IX: BROMHAM ROAD BRIDGE EXAMPLE CONSULTATION LETTER PAGE 2 of 2

Stakeholder Consultation

Further to the discussions with you that have already taken place, Network Rail will continue to seek to engage with relevant landowners to secure the requirements for the proposed scheme by consent.

However, as it has not been possible thus far to secure all the necessary land rights by negotiation, Network Rail intends to submit an application for an order under the Transport and Works Act 1992 (TWAO) to secure land rights for the purposes of reconstructing Bromham Road Bridge and also to confer powers and deemed planning permission for the work.

Although the proposed TWAO would confer compulsory powers on Network Rail, we would prefer to reach agreement with you regarding the oversailing and use of this land. Network Rail invites your feedback on these proposals and would very much welcome the opportunity to discuss this matter further with you over the coming weeks, prior to the submission of the application for the TWAO.

Network Rail expects to apply to the Secretary of State for Transport for this TWAO in June 2018 as part of the London to Corby Project.

Give us your views

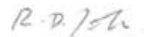
We are writing to you at this stage because you are a statutory consultee under the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006 and we would like to receive your feedback on our Proposed Scheme. As a statutory consultee, you will receive a formal notice of the application in due course.

You are invited to find out more and share your opinion about the Proposed Scheme at a consultation event on 20th April 2018 between 12:00 – 18:00 at Bedford Corn Exchange, St Paul's Square, MK40 1PL.

If you wish to attend the event or provide feedback regarding these proposals, please confirm your attendance by email to: L2CTWAO@networkrail.co.uk

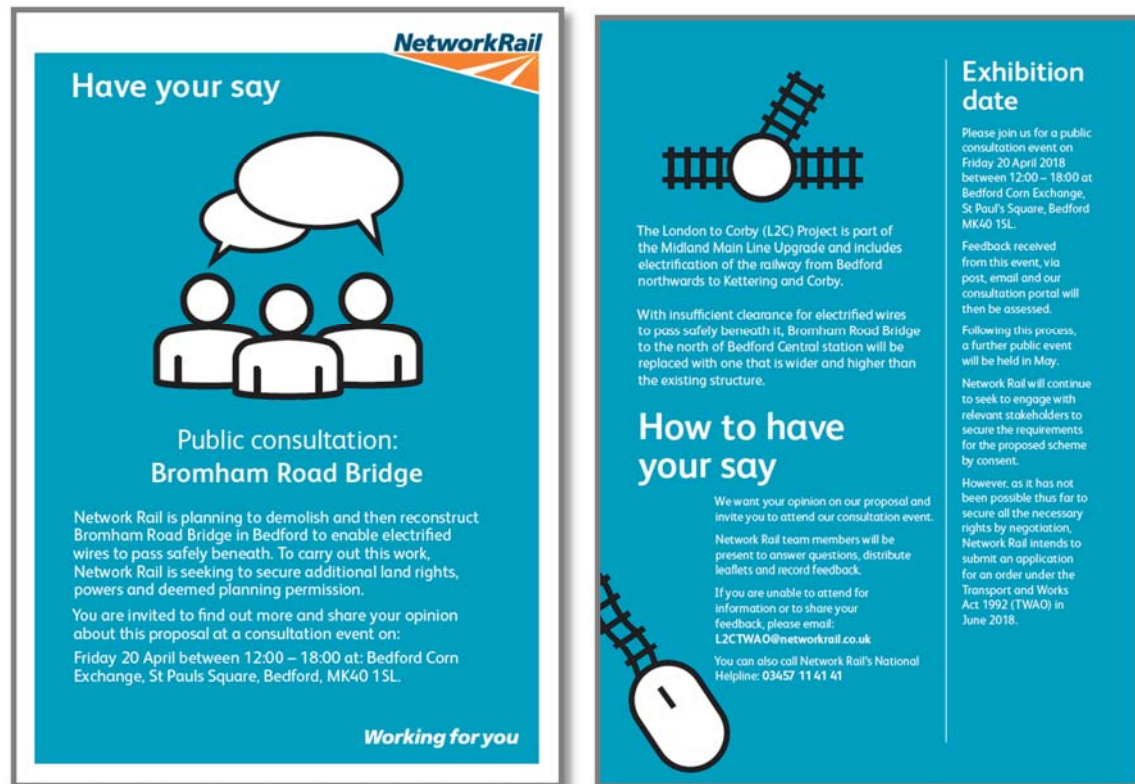
You can also provide feedback via Network Rail's National Helpline on: 03457 11 41 41 and via the online consultation portal: consultations.networkrail.co.uk/midlands/bromham-road-bridge/

Yours faithfully,



Richard John
Head of Consents & Environment
Infrastructure Projects East Midlands, Network Rail
L2CTWAO@networkrail.co.uk

APPENDIX X: BROMHAM ROAD BRIDGE CONSULTATION EVENT FLYER



Page 1 and 2 A5 Flyer invitation for public event on 20th April 2018

APPENDIX XI: BROMHAM ROAD BRIDGE NEWSPAPER ADVERTISEMENTS

NetworkRail

Public Consultation: Bromham Road Bridge

Our Plans

As part of its ongoing work to upgrade the Midland Main Line, Network Rail is planning to reconstruct Bromham Road Bridge in Bedford.

Bromham Road Bridge is a two-span brick arch bridge that lies to the north of Bedford Central station and carries the two-lane single carriageway Bromham Road over the Midland Main Line.

This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to pass safely beneath it, and therefore the bridge needs to be demolished and then reconstructed.

To enable demolition of the existing bridge and accommodate the reconstruction of a modern replacement, Network Rail needs to secure additional land and air rights near to the structure.

Give us your views

Network Rail intends to apply to the Secretary of State for Transport for this Transport and Works Act Order in June 2018 as part of its London to Corby Project, which includes the electrification of the line and the installation of a fourth track between Bedford and Kettering.

A public consultation supporting this application begins on 10 April 2018.

You are invited to find out more and share your opinion about this proposal at:
consultations.networkrail.co.uk/communications/bromham-road-bridge or by attending our consultation event being held on:
Friday 20 April between 12:00 – 18:00 at Bedford Corn Exchange, St Paul's Square, Bedford, MK40 1SL.

For further information you can also email:
L2CTWAO@networkrail.co.uk
or call Network Rail's National Helpline on: 03457 11 41 41

Working for you

Newspaper advert for public event on 20th April 2018, published in *Bedford Times & Citizen*
Bedford Midweek

NetworkRail

Public Consultation: Bromham Road Bridge

Our Plans

As part of its ongoing work to upgrade the Midland Main Line, Network Rail is planning to reconstruct Bromham Road Bridge in Bedford.

Bromham Road Bridge is a two-span brick arch bridge that lies to the north of Bedford Central station and carries the two-lane single carriageway Bromham Road over the Midland Main Line.

This bridge has been identified as having insufficient clearance for overhead line equipment (electrified wires carrying 25,000 volts) to pass safely beneath it, and therefore the bridge needs to be demolished and then reconstructed.

To enable demolition of the existing bridge and accommodate the reconstruction of a modern replacement, Network Rail needs to secure additional land and air rights near to the structure.

Give us your views

Network Rail intends to apply to the Secretary of State for Transport for this Transport and Works Act Order in June 2018 as part of its London to Corby Project, which includes the electrification of the line and the installation of a fourth track between Bedford and Kettering.

A public consultation supporting this application began on 10 April 2018 and will conclude on 31 May 2018. Please note that the closing date for the consultation has been extended.

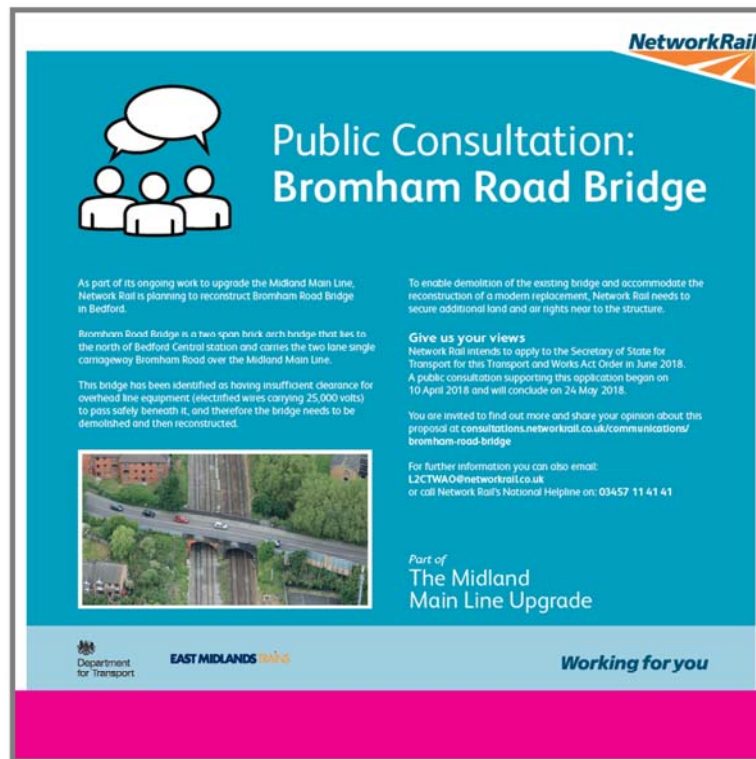
You are invited to find out more and share your opinion about this proposal at consultations.networkrail.co.uk/communications/bromham-road-bridge or by attending our second consultation event being held on **Thursday 24 May between 14:00 – 20:00 at: The Park Inn Hotel, 2 St Mary's St, Bedford MK42 0AR.**

You can also email: L2CTWAO@networkrail.co.uk
or call Network Rail's National Helpline on: 03457 11 41 41

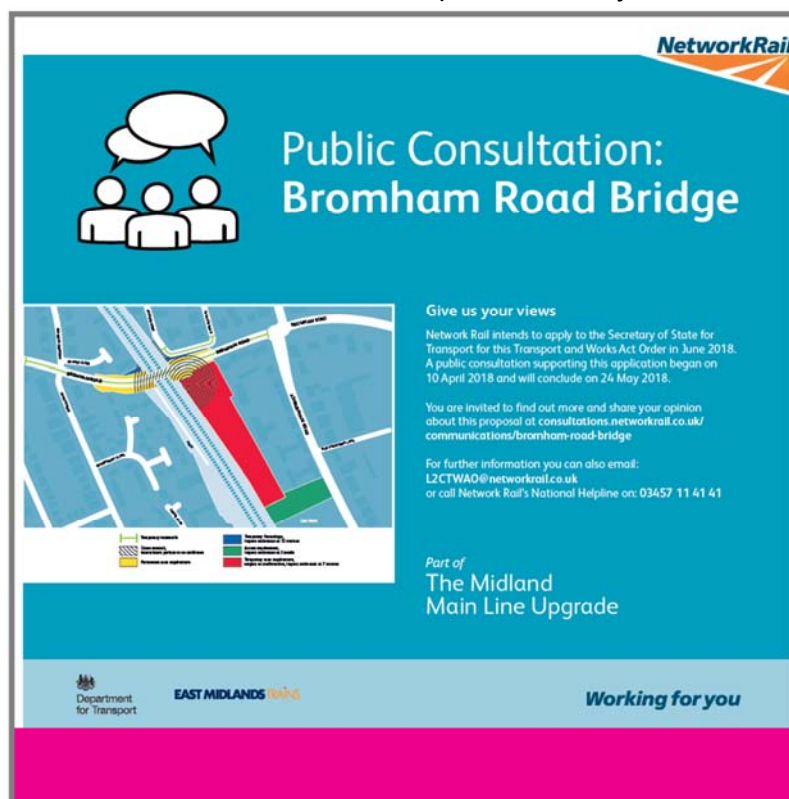
Working for you

Newspaper advert for public event on 24th May 2018, published in *Bedford Times & Citizen*
Bedford Midweek

APPENDIX XII: BROMHAM ROAD BRIDGE CONSULTATION EVENT MATERIALS

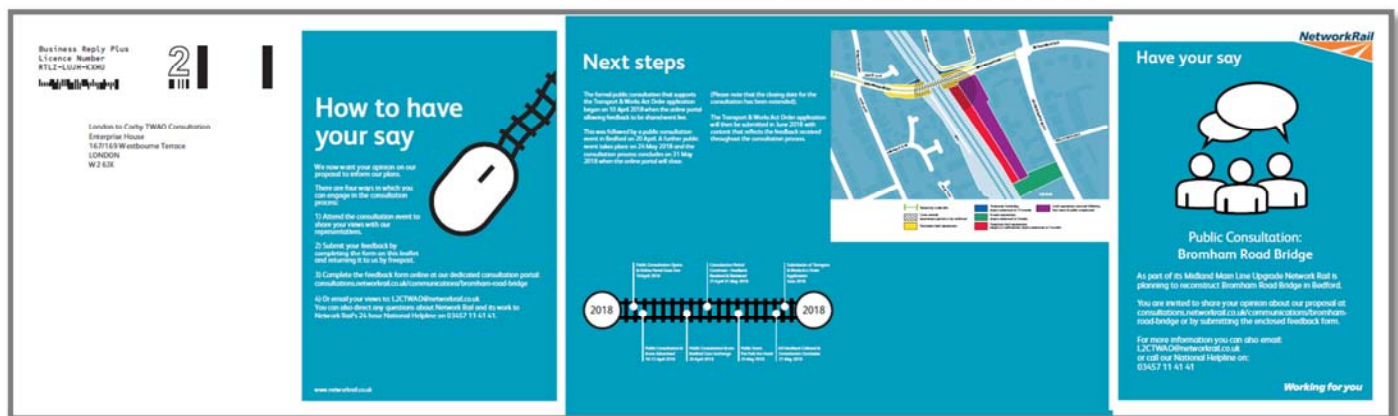


Event Banner 1 – 20th April & 24th May 2018



Event Banner 1 – 20th April 2018. Car park area amended for event on 24th May 2018.

APPENDIX XII: BROMHAM ROAD BRIDGE CONSULTATION EVENT MATERIALS



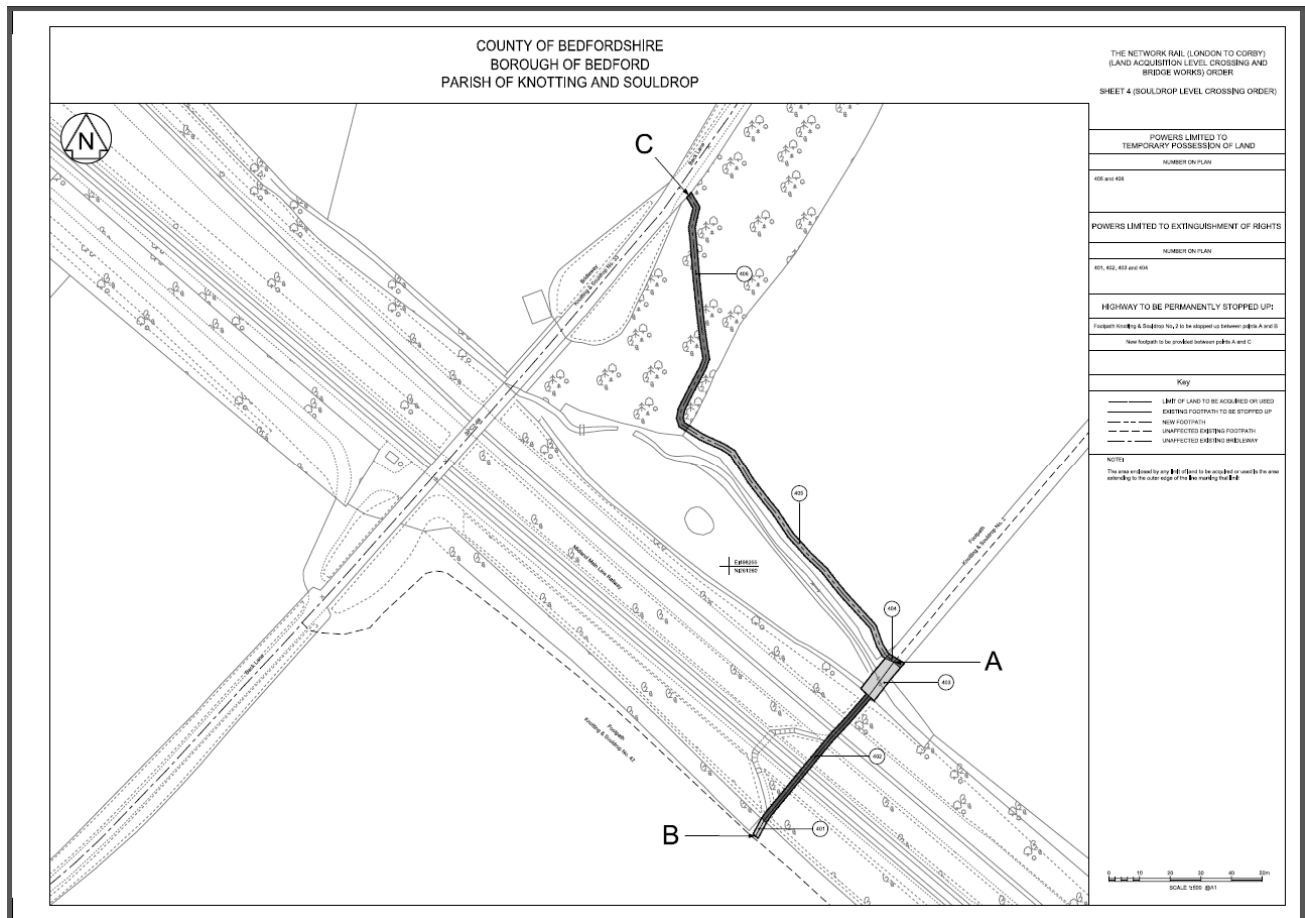
Event Leaflet – 24th May 2018



Photograph of Public Event 24th May 2018

APPENDIX XIII: OVERVIEW OF PROPOSALS AT SOULDROP LEVEL CROSSING

PAGE 1 OF 2



APPENDIX XIII: OVERVIEW OF PROPOSALS AT SOULDROP LEVEL CROSSING


PAGE 2 OF 2



KEY

- Current unaffected Public Footpaths
- Current unaffected Bridleways
- Alternative route
- Proposed route to be "stopped up" via Order

APPENDIX XIV: SAMPLE CONSULTATION LETTER REGARDING PROPOSALS AT SOULDROP LEVEL CROSSING PAGE 1 OF 3



Souldrop Level Crossing Consultation
Brunel House, RTC Business Park London
Road, Derby
DE24 8UP

<<Name>>
<<Address1>>
<<Address2>>
<<Address3>>
<<Address4>>

5th March 2018

Dear Sir / Madam,

PROPOSALS FOR A DIVERSION OF THE FOOTPATH AT SOULDROP LEVEL CROSSING

Network Rail Infrastructure Limited ("Network Rail"), are writing to you in order to consult you on the proposals for a diversion of the footpath at Souldrop Level Crossing ("Proposed Scheme").

You may have already received information about the Proposed Scheme from Bedford Borough Council as part of informal consultation under Section 119A of the Highways Act 1980. This consultation is part of a separate process to secure land rights for the purposes of creating a new footpath under the Transport and Works Act 1992, as explained further in this letter.

The Proposed Scheme would stop up a section of the existing footpath (Public Footpath No. 2 Knotting and Souldrop) over the crossing and create a new section of public footpath that diverts pedestrians to Back Lane, and would facilitate the closure of Souldrop Level Crossing over the Midland Main Line railway line at Souldrop (postcode MK44 1EX).

Scheme Background:
Network Rail is planning to divert the existing footpath at Souldrop Level Crossing in order to provide residents and other users with a safer passage over the railway.

The Proposed Scheme would permanently close Souldrop Level Crossing for reasons of safety. The crossing spans two high speed lines and one lower speed line and traverses steep terrain. Additionally, a further rail line is being constructed between Bedford and Kettering to enable future capacity growth and the Midland Main Line railway line is being electrified from Bedford to Kettering and Corby – posing a further potential risk at this location.

This means that there is a greater risk to users at Souldrop Level Crossing than at other crossings on the network and hence why it has been identified for closure.

Current usage of the crossing is low, with census data from 2016 indicating that the crossing is used by an average of 2 pedestrians per day.

APPENDIX XIV: SAMPLE CONSULTATION LETTER REGARDING PROPOSALS AT SOULDROP LEVEL CROSSING PAGE 2 OF 3

Improving Level Crossing Safety

In 2010 Network Rail embarked on a landmark level crossing risk reduction programme. The objective of this programme is to close and upgrade crossings across the network, which will improve safety for everyone and reduce the risk that level crossings present to the national rail network.

Level crossings were part of a network developed in the nineteenth century, when there were slower trains, few cars and the pace of life was much slower. If you were to build a railway today it would not have any level crossings, other than in exceptional circumstances (for example, HS1 does not have any level crossings).

The most effective way of reducing risk is to eliminate a crossing completely by closing it. Since the start of the programme Network Rail has closed more than 1,000 crossings and many more have been improved or are being upgraded.

Our Plans

Network Rail proposes to stop up a section of the existing footpath (Public Footpath No. 2 Knotting and Souldrop) over the crossing and create a new section of public footpath that diverts pedestrians to Back Lane, and would facilitate the closure of Souldrop Level Crossing over the Midland Main Line railway line at Souldrop (postcode MK44 1EX).



KEY

- Current unaffected Public Footpaths
- Current unaffected Bridleways
- Alternative route
- Proposed route to be "stopped up" via Order

Figure 1: Proposed scheme in geographical context

APPENDIX XIV: SAMPLE LETTER TO LANDOWNERS AND TENANTS REGARDING PROPOSALS AT SOULDROP LEVEL CROSSING PAGE 3 OF 3

Stakeholder Consultation

As it has not been possible thus far to secure all the necessary land rights by negotiation, Network Rail intends to submit an application for an order under the Transport and Works Act 1992 (TWAO) to secure land rights for the purposes of creating the new footpath. However, Network Rail will continue to seek to engage with relevant landowners to secure the requirements for the proposed scheme by consent.

Network Rail expects to apply to the Secretary of State for Transport for this TWAO in June 2018 as part of Network Rail's London to Corby Project, which includes the electrification of the line from Bedford to Corby, installation of a fourth track between Bedford and Kettering, and lengthened platforms to enable longer trains.

An application has already been made to Bedford Borough Council for a Rail Crossing Diversion Order under Section 119A of the Highways Act 1980 to create the new footpath connecting to Back Lane and extinguish the existing footpath over the railway (Public Footpath No. 2 Knotting & Souldrop). Informal consultation by the Borough Council concluded in November 2017.

If the Order is made under the Highways Act, following this consultation, it will be subject to a 28 day formal objection period prior to being confirmed by the Borough Council (if unopposed) or the Council may refer it to the Secretary of State for public inquiry (if there are objections to it). If you wish to object to the extinguishment and proposed diversion of the existing right of way, you will have an opportunity to do so under the formal 28 day Highways Act consultation.

Both the Highways Act and Transport and Works Act applications can be run in parallel until the level of objections to the Highways Act application is known, at which point Network Rail will take whatever steps are most appropriate to avoid the possibility of two public inquiries relating to the same scheme being held (under the Highways Act and Transport and Works Act processes) whilst ensuring that objectors to its proposals are treated fairly and given the opportunity to present their objections in whichever forum is taken forward.

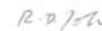
Programme for Submission and Further Information:

As set out above, the application for Transport and Works Act Order is expected to be submitted in June 2018. We are writing to you at this stage because you are a statutory consultee under the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006 and we would very much like to receive your feedback on our Proposed Scheme. As a statutory consultee under the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006, you will receive a formal notice of the application in due course.

In the meantime, Network Rail is holding a consultation event for statutory stakeholders and members of the public on Friday 23rd March 2018 from 10:00 – 18:00 at The Exchange, ~~Colworth~~ Science Park, ~~Sharnbrook~~, MK44 1LQ.

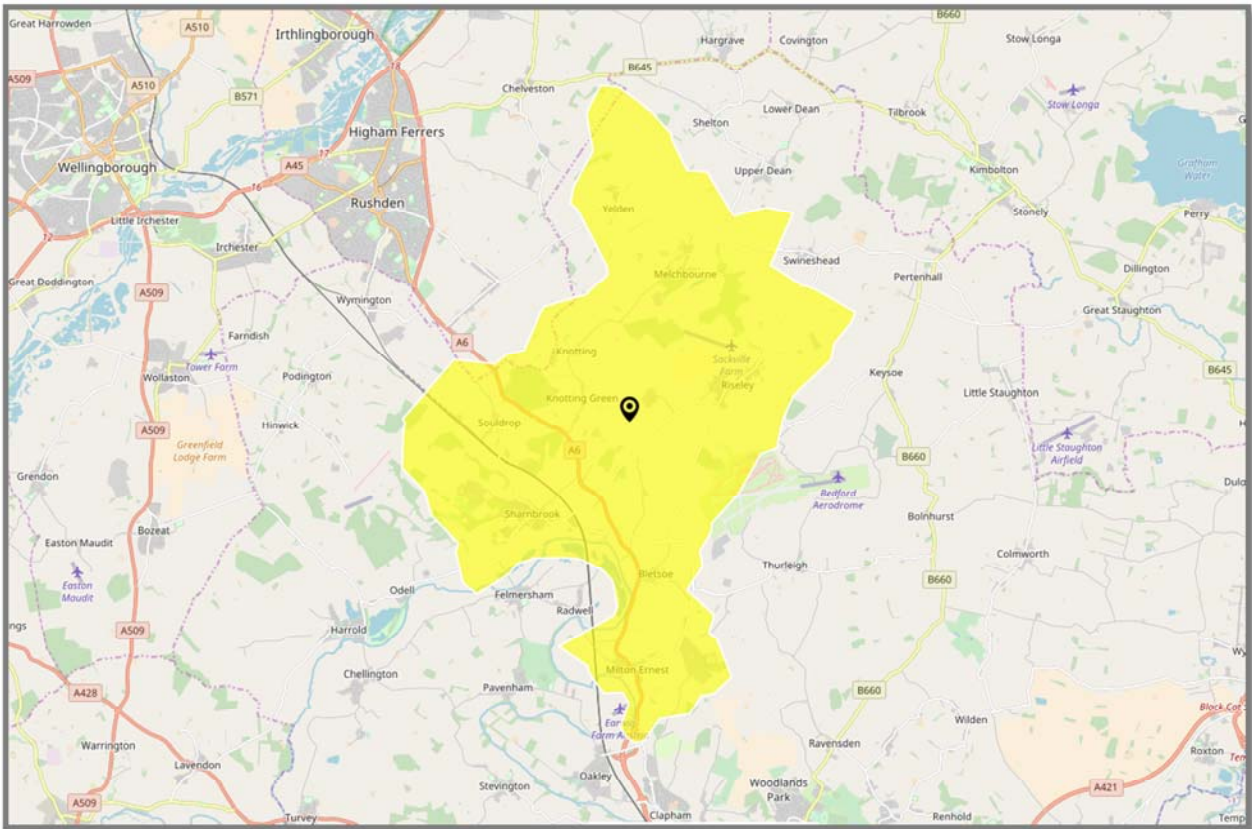
If you wish to attend the event, please confirm your attendance by email to:
SouldropConsultation@networkrail.co.uk

Yours faithfully,



Richard John
Head of Consents & Environment
Infrastructure Projects East Midlands, Network Rail

APPENDIX XV: SOULDROP LEVEL CROSSING DISTRIBUTION MAP FOR EVENT FLYERS



APPENDIX XVI: SOULDROP LEVEL CROSSING CONSULTATION NEWSPAPER ADVERTISEMENTS

NetworkRail

Public Consultation: Souldrop Level Crossing

As part of its national level crossing risk reduction programme, Network Rail is planning to close Souldrop Level Crossing in Souldrop, Beds (Public Footpath No. 2 Knotting and Souldrop, postcode MK44 1EX) and divert the existing footpath in order to provide residents and other users with safer passage over the railway.

Souldrop level crossing spans two high speed lines, one lower speed line and traverses steep terrain. Additionally, a further rail line is being constructed between Bedford and Kettering to enable future capacity for growth and the Midland Main Line is being electrified from Bedford to Kettering and Corby.

Our plans

The proposed scheme would close a section of the existing footpath over the crossing and create a new section of public footpath that diverts pedestrians through Back Lane. This would then facilitate the closure of the crossing.

As it has not been possible thus far to secure all the necessary land rights, Network Rail intends to submit an application for an order under the Transport and Works Act 1992 for the purposes of creating the new footpath.

Give us your views

Network Rail will apply to the Secretary of State for Transport for this Transport and Works Act in June 2018 as part of its London to Corby Project, which includes the electrification of the line and the installation of a fourth track between Bedford and Kettering. Please note that this process is separate to an application which has already been made to Bedford Borough Council for a Rail Crossing Diversion Order at this location under Section 119A of the Highways Act 1980.

A public consultation supporting this application began on 15 March and will conclude on 18 May 2018. You are invited to find out more and share your opinion about this proposal at consultations.networkrail.co.uk/midlands/souldrop-level-crossing or by attending our consultation event being held on:

Tuesday 15 May between 14:00 and 19:00 at Souldrop Village Hall, High Street, Souldrop, Bedford, MK44 1EY.

For further information, email: SouldropConsultation@networkrail.co.uk or call Network Rail's National Helpline on: 03457 11 41 41

Working for you

Newspaper advert for public event on 15th May 2018, published in *Bedford Times & Citizen*
Bedford Midweek

NetworkRail

Public Consultation: Souldrop Level Crossing

As part of its national level crossing risk reduction programme, Network Rail is planning to close Souldrop Level Crossing in Souldrop, Beds (Public Footpath No. 2 Knotting and Souldrop, postcode MK44 1EX) and divert the existing footpath in order to provide residents and other users with safer passage over the railway.

Souldrop Level Crossing spans two high speed lines, one lower speed line and traverses steep terrain. Additionally, a further rail line is being constructed between Bedford and Kettering to enable future capacity for growth and the Midland Main Line is being electrified from Bedford to Kettering and Corby.

Our plans

The proposed scheme would close up a section of the existing footpath over the crossing and create a new section of public footpath that diverts pedestrians to Back Lane. This would then facilitate the closure of the crossing.

As it has not been possible thus far to secure all the necessary land rights, Network Rail intends to submit an application for an order under the Transport and Works Act 1992 for the purposes of creating the new footpath.

Give us your views

Network Rail will apply to the Secretary of State for Transport for this Transport and Works Act in June 2018 as part of its London to Corby Project, which includes the electrification of the line and the installation of a fourth track between Bedford and Kettering. Please note that this process is separate to an application which has already been made to Bedford Borough Council for a Rail Crossing Diversion Order at this location under Section 119A of the Highways Act 1980.

A public consultation supporting this application begins today (15 March) and will conclude on 18 May 2018. You are invited to find out more and share your opinion about this proposal at consultations.networkrail.co.uk/midlands/souldrop-level-crossing or by attending our consultation event being held on:

Friday 23 March between 10:00 – 18:00 at The Exchange (Maple Room), Colworth Park, Sharnbrook, MK44 1LQ.

For further information email: SouldropConsultation@networkrail.co.uk or call Network Rail's National Helpline on: 03457 11 41 41

Working for you

Newspaper advert for public event on 23rd March 2018, published in *Bedford Times & Citizen*
Bedford Midweek

APPENDIX XVII: SOULDROP LEVEL CROSSING CONSULTATION EVENT MATERIALS



Event Leaflet – 23rd March 2018



Photograph of Public Event 15th May 2018

1.2 APPENDIX XVIII: BROMHAM ROAD BRIDGE STAKEHOLDER CONSULTATION

1.3

Stakeholders responded to this consultation from 20th April 2018 to 31st May 2018 (the consultation closed on 31st May 2018). The issues raised and Network Rail's position for each instance is detailed below. Personal details have been redacted to preserve confidentiality.

Item	Organisation	Issue raised by consultee	Network Rail's position
1	Corby Borough Council	Email dated 18/05/2018 Acknowledged receipt & no further comments received	Noted
2	Highways England	Email dated 18/04/2018 Confirmed that Highways England have no interest in land adjacent to Bromham Road Bridge	Noted
3	Virgin Media	Email dated 4/5/2018: Confirmed location of services in the vicinity of Bromham Road Bridge	Noted and shared with project team
4	English Regional Transport Association (ERTA)	Extract from email dated 5/5/2018: 'I would like a direct third railway track linking the slow tracks to the north of the bridge direct to the Marston Vale line via both the Midland and St John's stations. The Midland station needs reconfiguration of tracks, extra platform capacity and a new located shed at the corner of Midland Road. The eastern side of the bridge span therefore needs widening or otherwise a third arch needs to be built to enable this extra track to be installed.'	Comments noted, however these recommendations are outside the scope and funding of the proposed scheme.

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Organisation	Issue raised by consultee	Network Rail's position
5	English Regional Transport Association (ERTA)	Extract from email 16/05/2018: <i>'I wish to express that I would like to see the eastern arch of the said bridge widened or a third arch inserted to enable a new direct track of bi-directional signalling to physically link direct from the St John's - Bedford Midland River Great Ouse Bridge to link with the two slow tracks of the Midland Main Line just north of the existing bridge for enabling direct, segregated running to and from the Midland Main Line north to the East-West Rail for Oxford and Cambridge via St John's for passenger and freight operations.'</i>	Comments noted, however these recommendations are outside the scope and funding of the proposed scheme.
4	Alderman Bedford Borough Council and Councillor Biddenham Parish Council	Extract from email 20/05/2018: <i>'What provision is being made for cyclists. If no provision is made then they will no doubt just use the pedestrian bridge?'</i>	Response by email 22/5/2018: <i>'The temporary pedestrian bridge, which will be in place throughout the works, is suitable for use by cyclists if they dismount.'</i>

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Organisation	Issue raised by consultee	Network Rail's position
5	Cycling Campaign for North Bedfordshire (CCNB)	Extract from email 29/04/2018: <i>'The bridge as designed is 'not fit for purpose' as it does not include any cycle infrastructure which has been requested by cyclists and the local authority, namely, a path on the north side of three metres or more wide and an underpass on the east side from Spencer Road into the Station car park. The rebuild of the bridge to give a safe off-road route to the railway station is a 'once in a lifetime' opportunity which was first put forward by the old Bedfordshire County Council in the late 1990s.'</i>	<p>The rebuilt bridge deck structure will be wider than the existing by approximately 600mm, and although dedicated cycle lanes will not be provided, this could potentially provide more space for cyclists.</p> <p>Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.</p> <p>An underpass was considered, which would connect into Bedford Station from Spenser Road. This was discussed with Bedford Borough Council at a time when the Council was considering funding enhancement elements to align with Network Rail's deck reconstruction work. This option was ruled out as it was considered more complex and higher in cost than both parties were prepared to accept at the time.</p> <p>The proposed route for an underpass did not provide a suitable safe alignment for users because of the location of the existing piers and its alignment to existing infrastructure. Feedback from local residents indicates local opposition to an underpass, in the view that it would create more opportunities for anti-social behaviour.</p>

Item	Organisation	Issue raised by consultee	Network Rail's position
6	Councillor – Bedford Borough Council	<p>Extract from email dated 27/5/2018:</p> <p><i>'I am a Bedford Borough Councillor and an occasional cyclist. Many of my 'constituents' cycle across Bromham Road Bridge and/or have children who cycle over it on their way to and from my ward to Biddenham Upper School. At present the Bromham Road bridge is dangerous both to cyclists who correctly use the carriageway and (illegally) use the pavement. The latter practice is of course equally dangerous to pedestrians.</i></p> <p><i>I would urge you to make sure that the new road bridge is designed and built so that it incorporates a provision for cyclists to cross it in safety.'</i></p>	<p>The rebuilt bridge deck structure will be wider than the existing by approximately 600mm , and although dedicated cycle lanes will not be provided, this could potentially provide more space for cyclists.</p> <p>Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.</p>

Item	Organisation	Issue raised by consultee	Network Rail's position
7	Bedford Borough Council – formal response	<p>Extract from email dated 31/5/2018:</p> <p><i>'....we are deeply concerned about the following aspects of the consultation:</i></p> <ul style="list-style-type: none"> <i>· The suggestion that the bridge will be closed for 13 months. Given the significance of the route and the impact upon the road network in Bedford is unacceptable and we would request this is reviewed to as short a time is possible. Previous inferences had indicated a period of 6 months, which itself the Council considered to be too long and too disruptive.</i> <i>· Furthermore that the work should look to minimise disruption to students avoiding key exam periods and also avoid the busy Christmas trade.</i> <i>· The consultation shows that the works will involve closure of much of the station car park. Pressure on car parking at the station is severe and therefore we would urge you to review how much space is used and consider alternative facilities for station car park users, for example, temporary park and ride sites, temporary decking on the existing station car parks</i> <i>· To support this we would urge you to continue to liaise with Council officers to minimise disruption to all road users during construction and the use of alternative routes</i> <i>· It is imperative to the local authority that every opportunity to deliver improvements to Bedford's infrastructure is taken. The reconstruction of the bridge is a 'once in a lifetime' opportunity to deliver such improvements not only for motorised vehicles but also to ensure accessibility is improved for pedestrians and cyclists both while the bridge is under construction, and once it is opened. Current proposals do not appear to improve the situation and we would therefore request that current proposals are reviewed to improve accessibility.'</i> 	<p>The project team is reviewing opportunities for reducing the construction duration and minimising local disruption as far as is reasonably practicable.</p> <p>Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.</p>

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Organisation	Issue raised by consultee	Network Rail's position
8	Mayor – Bedford Borough Council	<p>Extract from email dated 31/5/2018:</p> <p><i>'As I have stated, the replacement of the bridge for the purpose of your electrification works is a unique opportunity to ensure that pedestrians and cyclists are provided with a safer, more attractive means of travelling across the railway at this location on a key route for users of Bedford Midland station and many others.'</i></p> <p><i>'Further, I have also raised previously my severe concerns over the potential disruption the works will cause. I must therefore stress how critical it is that you do all in your power to minimise this disruption, both in terms of the duration of the works and in particular the bridge closure, and the arrangements in place while the works take place, such as provision for station parking, for example.'</i></p>	<p>The project team is reviewing opportunities for reducing the construction duration and minimising local disruption as far as is reasonably practicable, and does not compromise the safety of workers and the general public.</p> <p>Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.</p> <p>The proposed usage of Bedford</p>

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

			<p>Station car park has been amended to reduce the number of car parking spaces affected from the original proposal. This has been accomplished through the use of an alternative construction compound south of Bromham Road, adjacent to Ford End Road Bridge. Some car parking spaces will still be affected as the use of a crane is necessary during the construction process. The project team will explore the potential to further reduce the number of car parking spaces affected, once the exact size of the crane required has been finalised.</p>
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APPENDIX XIX: BROMHAM ROAD BRIDGE COMMUNITY CONSULTATION

Stakeholders responded to this consultation from 20th April 2018 to 31st May 2018 (the consultation closed on 31st May 2018). The issues raised and Network Rail's position for each instance is detailed below. Personal details have been redacted to preserve confidentiality.

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
1	Increased congestion	<p>Local residents. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. Details around the diversion route and traffic management plan for the proposed works 2. Questions regarding expected volumes of construction traffic 3. Network Rail coordination with other authorities and agencies in order to ensure that combined works won't compound traffic issues in the city 4. Impacted bus routes 	<p>Comments have been noted regarding the adverse impact on congestion as a result of the works. The proposed method for replacing the bridge is the most practicable and efficient available, despite the significant impacts upon the local community</p> <ol style="list-style-type: none"> 1. The final diversion route is yet to be agreed, but traffic will most likely be diverted over Ford End Road Bridge. Pedestrians will be able to use a temporary pedestrian bridge at Bromham Road. Cyclists will also be able to use the temporary pedestrian bridge if they dismount. 2. Higher volumes of works traffic are anticipated at the beginning and end of the site works, to allow for the setup and closedown of the construction compound and will also occur during the railway possession. 3. Network Rail has been closely liaising with Bedford Borough Council and utilities companies. All parties are aware of Network Rail's preferred timescales and discussions remain ongoing to ascertain what a final programme of works could look like. 4. Road diversion and closure plans have yet to be finalised. Buses will most likely follow the final agreed route for vehicle diversions once agreed. Any diversion routes will be clearly signposted. 	152

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
2	New cycleway on the bridge	<p>Local residents. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. The potential for widening the bridge to accommodate safer pedestrian and cycling routes 2. Additional access to Bedford station by bike and by foot 3. The accessibility of the temporary footbridge 4. If the temporary footbridge can become a permanent structure 	<p>Comments have been reviewed and NR is very aware of the community aspirations to improve cycling and pedestrian routes on the bridge.</p> <ol style="list-style-type: none"> 1. Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable. The new deck on the rebuilt bridge deck structure will be wider, and although dedicated cycle lanes will not be provided, this could potentially provide more space for cyclists. 2. Bromham Road Bridge is owned by Bedford Borough Council and as such Network Rail currently has no funding or plans to install a new access from Bromham Road to the station. 3. The temporary footbridge will be accessible for dismounted cyclists and mobility scooters, and will comply with the Equalities Act 2010 4. The temporary structure is designed to be erected quickly and hence does not meet the requirements for a permanent footbridge in terms of longevity and maintenance. Additional land, not currently in the ownership of NR, would be needed for a permanent footbridge. This would impact on adjacent residential properties. A permanent structure would also require more substantial foundations, which could potentially interfere with existing railway infrastructure. 	145

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
3	Impact on parking	<p>Local residents. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. Reduced parking availability at Bedford Station car park. 	<p>Network Rail is examining options to reduce the impact on the Station Car Park.</p> <ol style="list-style-type: none"> 1. The proposed usage of Bedford Station car park has been amended to reduce the number of car parking spaces affected from the original proposal. This has been accomplished through the use of an alternative construction compound south of Bromham Road, adjacent to Ford End Road Bridge. Some car parking spaces will still be affected as the use of a crane is necessary during the construction process. The project team will explore the potential to further reduce the number of car parking spaces affected, once the exact size of the crane required has been finalised. 	43

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
4	Construction Methodology	<p>Local residents.</p> <p>Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. The new bridge width and height alterations 2. The potential for offsite construction 3. Night time working to reduce road closure period 4. Enhance bridge lighting 5. Practicality of installing a temporary road bridge 6. The strength of the brick piers 7. Passive provision for a fourth platform at Bedford Station 8. Number of tracks passing under the bridge 9. Provisions to prevent graffiti 	<p>The currently proposed method for replacing the bridge is the most practicable and efficient available.</p> <ol style="list-style-type: none"> 1. The bridge will be approximately 600mm wider than it is currently and will be raised by approximately 320mm. 2. Current proposals are for the new bridge deck to be assembled from pre-cast concrete pieces, which are pre-cast off site. The existing bridge has an incredible amount of pipes and cables in it which individually need to be removed, diverted and then replaced once the bridge is in situ. These pipes / cables (services) are not Network Rail's services; therefore each service provider has to undertake their respective diversion work. This significantly increases the amount of time required to deliver the scheme. 3. The project timescales currently incorporates some night working. Significantly increasing night working beyond current plans would have substantial impacts on safety and cost. 4. The design for the new bridge is currently for a 'like for like' replacement, therefore there are no current plans to change the lighting. 5. A temporary road bridge is not practical in this instance due to the location of the bridge, logistics, cost and safety, and existing railway infrastructure. 6. Structural assessments have shown that the existing foundations will be suitable to carry the load of the new structure as currently designed. 7. Bedford Railway station currently has five platforms. 8. Four tracks will pass under the bridge, as currently. 9. The design for the new bridge is currently for a 'like for like' replacement, and the current bridge does not have any anti-graffiti coating. 	38

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
5	Requested further details of proposals	<p>Local residents. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. More information on the proposals 2. How to give feedback 3. Drawings for the proposed design of the new bridge 4. Cost benefit analysis to estimate the impact of closing the bridge and station car park 	<p>Network Rail have held two public consultation events (20/04/18 and 21/05/2018)</p> <ol style="list-style-type: none"> 1. More information is available regarding the proposals on the consultation portal: https://consultations.networkrail.co.uk/midlands/bromham-road-bridge/ . Additionally, Network Rail can provide more details about the proposals by post, upon request 2. Feedback can be provided by: <ul style="list-style-type: none"> • Email to L2CTWAO@networkrail.co.uk • Telephone to Network Rail's 24 hour National Helpline on 03457 11 41 41 • Post to: London to Corby TWAO Consultation, Brunel House, RTC Business Park London Road, Derby DE24 8UP • Completing the survey on the consultation portal (link above) 3. The final design engineering drawings are awaiting approval by Bedford Borough Council before they can be shared with members of the public. 4. The original proposal for the compound and worksite at Bedford station has been revised to reduce the impact on the Station car park by using the existing welfare facilities at Ford End Road which will reduce the size of the compound, and reduce the number of car parking spaces required. The crane needs to be located adjacent to the bridge, therefore there will be some impact on the Station car park. The reconstruction of the bridge needs to be undertaken while closing the bridge due to the location of the bridge, and existing infrastructure. The project team is reviewing opportunities for reducing the construction duration and minimising local disruption as far as is reasonably practicable, without compromising the safety of workers and the general public. 	36

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
6	Reduced intercity train services and changed timetable	Local residents. Consultees raised concerns on the following topics: 1. Restoring the stopping services at Bedford during the peak hours Monday Friday 2. What is the benefit of these works to Bedford if services aren't restored considering the level of disruption caused	The proposed timetable alterations are not related to the works at Bromham Bridge, and are outside the control of Network Rail. 1. Network Rail is responsible for operational railway infrastructure, and timetabling is determined by the Train Operating Companies. 2. The works to this bridge are an essential part of the strategy for upgrading the Midland Main Line, which will create future capacity for the railway infrastructure.	30
7	Duration of works	Local residents. Consultees raised concerns on the following topics: 1. Duration of road closure 2. Estimated start date	Network Rail acknowledges that the closure of the bridge is extremely disruptive for the city of Bedford, and will try to reduce this disruption as far as is reasonably practicable. 1. The bridge reconstruction will take approximately 7 months. There is a requirement to undertake utility diversion works in advance of this, which will take a maximum of 6 months. The traffic management plan has yet to be finalised, and it may be possible to reduce these timescales. However, this has yet to be confirmed. 2. At this moment in time it is difficult to give exact start on site times, but current estimates are that it will take 6 months to divert the services then 7 months to reconstruct the bridge (and re-install services).	27

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
8	Environmental impact	<p>Local resident. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. The impact on the plane trees on Spencer & Chaucer road 2. The impact on the community garden near Spencer Road 3. The possibility of integrating more wildlife and prevent Environmental damage during construction? 	<p>Managing the trees, shrubs and plants alongside the railway to ensure the safety of passengers and railway workers is essential, and it is something Network Rail plans carefully and with consideration.</p> <ol style="list-style-type: none"> 1. The branches overhanging the Network Rail boundary will be trimmed and the branches in between the trees and Bromham Road highway may need additional trimming to accommodate the temporary scaffold bridge, however the design is being mindful to minimise this as far as practicable. There are no current plans to remove these trees. 2. The scaffolding piers and footings will be required in this area. While this may cause some temporary disruption, Network Rail would look to restore this land in line with the landowner's requirements. 3. A construction Environmental Management Plan (EMP) will be developed and will identify appropriate mitigation for any key environmental impacts. 	25
9	Improved communication regarding events	<p>Local resident. Consultees raised concerns on the following topics:</p> <ol style="list-style-type: none"> 1. Ongoing communication lines with the public 	<p>Network Rail is actively engaged with all of the communities affected by its works through a variety of platforms.</p> <ol style="list-style-type: none"> 1. The London to Corby project will continue to communicate the latest information with the public through public events, posters, letters, email and online. 	12

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position	Number Of times raised
10	Cycling underpass with access to Bromham Station	Local resident. Consultees raised concerns on the following topics: 1. The feasibility of an underpass for cyclists	An underpass was considered, which would connect into Bedford Station from Spenser Road. This was discussed with Bedford Borough Council at a time when the Council was considering funding enhancement elements to align with Network Rail's deck reconstruction work. 1. This option was ruled out as it was considered more complex and higher in cost than both parties were prepared to accept at the time. The proposed route for an underpass did not provide a suitable safe alignment for users because of the location of the existing piers and its alignment to existing infrastructure. Feedback from local residents indicates opposition to an underpass, in the view that it would create more opportunities for anti-social behaviour.	9
11	Impact on local community	Local residents. Consultees raised concerns on the following topics: 1. The possibility of businesses being able to claim for losses due to the chaos that will be caused 2. The availability of financial compensation for disturbance	1. If you wish to submit a claim proving loss of revenue due to our work, you will need to complete and submit a claim form – copies of which are available upon request by telephone to: 03457 11 41 41. Please note that evidence in the form of accounts will be required to support any submission. 2. As a publicly funded organisation, Network Rail does not compensate for disturbance relating to noise or disturbance/disruption relating to construction works. During the works to Bromham Road bridge, noise will be mitigated as far as is reasonably practicable, and lineside neighbours will be notified of particularly noisy or disruptive works 2 weeks in advance.	5

APPENDIX XX: SOULDROP LEVEL CROSSING COMMUNITY CONSULTATION

Stakeholders responded to this consultation from 15th March 2018 to 24th May 2018 (the consultation closed on 24th May 2018). The issues raised and Network Rail's position are detailed below. Personal details have been redacted to preserve confidentiality.

Item	Category	Issue raised by consultee	Network Rail's position
1	Maintenance of footpath	Local resident. <i>'Do not feel that there is a safety issue but do not object to diversion. Ensure that paths are in fields not in fenced off narrow strips as this gets overgrown. Make sure paths are maintained and walkable'</i>	Comments noted and concerns regarding maintenance of existing footpath were shared with Bedford Borough Council, who are responsible for maintenance of this footpath.
2	No change needed	Local resident. <i>'Just leave things as they are. This line was always 4-tracked in the past. The wiring will be catenary not third rail, so what is the issue?'</i>	The crossing spans two high speed lines and one lower speed line and traverses steep terrain. Additionally, a further rail line is being constructed between Bedford and Kettering to enable future capacity growth and the Midland Main Line railway line is being electrified from Bedford to Kettering and Corby – posing a further potential risk at this location. This means that there is a greater risk to users at Souldrop Level Crossing than at other crossings on the network and hence why it has been identified for closure.
3	Maintenance of Odell Bridge	Local resident. <i>'I may have missed it but the condition of the road over the railway at Back Lane is in a really bad state. I believe that you are responsible for the road. It would really help things if you could relay the tarmac and fill in the holes.'</i>	Thank you for your response to Network Rail's consultation on proposals for Souldrop Level Crossing. Network Rail is planning to complete works on Odell viaduct as part of the Midland Main line upgrade programme, which will include raising part of the bridge in order to provide clearance for electrical equipment required to run electric trains. These works will include the resurfacing of the section of Back Lane that runs over the railway, and part of

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

			the extent of this road approaching the bridge.
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The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position
4	New route is not as direct	Local resident. <i>'The new route is circuitous and requires a dog-leg diversion, thereby destroying the directness of the existing route. The approaches to the crossing will become redundant and therefore likely to be closed in future. This will reduce the national network of footpaths which are a valuable asset. you need to build a bridge or find a more direct route solution.'</i>	Given the very low rates of usage for this crossing (census date from 2016 indicates that the crossing is used by an average of 2 pedestrians per day), a diversion was considered to be more appropriate than a new bridge. The new route also provides a walking route around the village of Souldrop, which may encourage more local use.
5	Support for Proposed Scheme	Local resident. <i>'As a frequent user of East Midland trains I am very happy with the investment into the southern end MML so far. Anything than can be done to provide quicker (robust) journey times is most welcomed. Removing pedestrians etc. crossing the line should allow safer running at speed.</i> <i>Surprised this crossing has not been closed already, Back Lane provides a much better route. The alternative to get back to the church footpath will be fine.</i> <i>From a safety perspective I look forward to the day when the remaining level crossings in Beds and Northants are finally closed.'</i>	Comments noted
6	Support for Proposed Scheme Maintenance of existing footpath	Local resident. <i>'Do this as soon as possible. Potentially deadly footpath. Only ever used it once and would never again. Walkers use the Back Lane bridge anyway.'</i>	Comments noted and concerns regarding maintenance of existing footpath were shared with Bedford Borough Council, who are responsible for maintenance of this footpath.

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position
7	Support for proposed scheme	<p>Local resident.</p> <p><i>'First of all I totally agree that the footpath across the tracks at Souldrop should be diverted.</i></p> <p><i>My reason for writing is to ask about the re-instatement of the Slow line to two tracks.</i></p> <p><i>Is the re-instatement in connection with the proposed new station at (or close to) Souldrop? A new station that forms part of the Wrenbridge planning application for the new Colworth Garden Village.</i></p> <p><i>There is a strongly held belief in the area (Sharnbrook and Souldrop) that the promise of a new railway station is to sweeten the local population and will be dropped at some point after planning consent has been given. This raises a lot of concerns because if there is no access to the railway for commuters then road traffic will increase far beyond the capacity of the road network.</i></p> <p><i>I personally do believe that there will be a new station if the Garden Village is built but opponents of the Garden Village point out that there is no commitment from Network Rail about a new station being even possible. They refer to the situation south of Bedford where the new railway station that was promised for the new housing developments at Wixams has not been built.'</i></p>	<p>Thank you for your support of the proposed diversion of the footpath and closure of Souldrop Level Crossing.</p> <p>The reinstatement of the fourth track between Bedford and Kettering is part of Network Rail's Midland Main Line Upgrade project, and has no connection with the Colworth Garden Village development, or any associated proposals for a new station at (or close to) Souldrop Village.</p>

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position
8	Request for further information	<p>Local resident.</p> <p><i>'Further to your leaflet regarding an exhibition, I note held in Sharnbrook and not our village where this is to take place! and it is on what is a working day for most people !</i></p> <p><i>Please can you forward information about where this footpath is to be diverted to or at least a link so I may look at what you are proposing to do</i></p> <p><i>I would remark that in the 50 years I have lived in this village, there has never, to my knowledge been an incident over that level crossing, perhaps you could correct me if I am wrong'</i></p>	<p>Thank you for your email. Further information about the proposed scheme is available at Network Rail's consultation portal: https://consultations.networkrail.co.uk/midlands/souldrop-level-crossing</p> <p>The proposal is for the existing footpath (Public Footpath No. 2 Knotting and Souldrop) over the crossing to be extinguished, and a new public footpath created to divert pedestrians over the nearby Back Lane.</p> <p>Feedback about the location and timings of the event was noted and a second consultation event was held on 15th May 2018 between 2pm-7pm at Souldrop Village Hall.</p>
9	Support for proposed scheme	<p>Local resident.</p> <p><i>'We have used the level crossing in the past but I think it is a good idea to close and divert to another route. It's only use is recreational walking nowadays. Probably used by Souldrop folk as a short cut when they worked at the Big House on Colworth Estate in Victorian times'</i></p>	Comments noted
10	Support for proposed scheme	<p>Local resident.</p> <p><i>'Agree with crossing via existing back lane bridge'</i></p>	Comments noted
11	Support for proposed scheme	<p>Local resident.</p> <p><i>'Agree present crossing is dangerous and accept the new path across the existing bridge'</i></p>	Comments noted
12	Support for proposed scheme	<p>Local resident.</p> <p><i>'We agree with plans to re-route the footpath'</i></p>	Comments noted

The Network Rail London To Corby (Land Acquisition, Level Crossing & Bridge Works) Order June 2018
Report Summarising Consultation Undertaken

Item	Category	Issue raised by consultee	Network Rail's position
13	Support for proposed scheme	Local resident. <i>'Agree with plans to re-route the footpath'</i>	Comments noted
14	Support for proposed scheme	Local resident. <i>'My main concern is the maintenance of the footpath. Currently a section of the path east of the railway is poorly maintained and 90% of the line is unusable, If any of the new path was on a narrow fenced area it could also be overgrown.'</i>	Comments noted and shared with Bedford Borough Council, who are responsible for maintenance of this footpath.
15	Support for proposed scheme	<i>'There is an absolute priority for the safety for rail infrastructure; I was made aware of the human cost for the lives of the unwary.'</i>	Comments noted

APPENDIX XXI: SOULDROP LEVEL CROSSING STAKEHOLDER CONSULTATION

Stakeholders responded to this consultation from 15th March 2018 to 24th May 2018 (the consultation closed on 24th May 2018). The issues raised and Network Rail's position are detailed below. Personal details have been redacted to preserve anonymity.

Item	Organisation	Issue raised by consultee	Network Rail's position
1	Knotting & Souldrop Parish Council	<i>Strongly agreed with closure of the level crossing. additional comment: Try to improve your community consultation</i>	<i>Comments noted</i>
2	Local landowner	Local landowner Emailed to state they were unable to attend the first consultation event. Unhappy with the proposed diversion route crossing over land in their ownership.	Meeting held with stakeholder on 15/5/2018, negotiations ongoing to resolve their concerns. Landowners also attended the consultation event on the same date.
3	Cadent Gas Ltd	Cadent Gas Ltd, National Grid Electricity Transmission plc's and National Grid Gas plc's apparatus. There are Low or Medium pressure (below 2 bar) gas pipes and associated equipment in the vicinity of the proposed works.	Comments noted and shared with project team.
4	Land agent on behalf of local landowner	Land agent on behalf of local landowner: Extract from letter dated 4 th April 2018, received by email: <i>'We believe that insufficient consideration has been taken regarding (the landowners') farming arrangements and the conflict between sheep and lambs with dogs' 'We do not believe that proper regard has been given to other alternative routes for diverting the footpath, assuming the rail crossing is closed'</i>	Meeting held with stakeholder on 15/5/2018, negotiations ongoing to resolve their concerns. Landowners also attended the consultation event on the same date.

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