

**TRANSPORT AND WORKS ACT 1992**

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

**THE NETWORK RAIL  
(CAMBRIDGESHIRE  
LEVEL CROSSING REDUCTION)  
ORDER**

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**JOHN PREST**

**REBUTTAL OF  
PROOF OF EVIDENCE**

**-OF-**

**KAREN CHAMPION - RIGHTS OF WAY  
OFFICER AREA EAST, CAMBRIDGESHIRE  
COUNTY COUNCIL IN RELATION TO C25  
CLAYWAY CROSSING**

Document Reference	NR31/4
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**I have reviewed the ‘Written Proof of Evidence by Karen Champion submitted by Cambridgeshire County Council (the highway authority) in support of the objection to the Order (Obj/12). I have the following comments on the evidence as presented:**

**In paragraph number 99 under C25 Clayway the proof states -**

“The proposed diversion via Padnal Road to the road level crossing at Sandhill has a higher collective risk with an ALCRM score of D2 as opposed to C5 at Clayway. In addition, the increased use at Sandhill may further increase the collective risk of Sandhill level crossing as collective risk goes up with increased use”

My Comments are as follows –

- The Actual overall risk rating, taking into account all the relevant risk factors associated in ALCRM for Clayway Crossing is higher than that for Sandhill Crossing
- The Risk Profile of Sandhill Crossing (which is a public road) is different to that of Clayway Crossing (a public footpath which only has pedestrian usage) as it is inclusive of road vehicles usage of different types as well as including current pedestrian usage
- Sandhill Crossing is an Automatic Half Barrier Crossing (Protected Crossing) which means that road users and pedestrian users receive an automatic warning by means of flashing Yellow and Red LED lights and continuous audible alarms which are activated approximately 40 seconds before the arrival of a train from any direction. In addition the half barrier Booms represent a physical barrier (albeit not separating the user from the whole road) for pedestrians who may wish to use the crossing
- At Clayway Crossing (Passive Crossing) there is insufficient sighting for a pedestrian user to traverse the crossing in the Up Direction to Up Trains and in the Down Direction to Up trains. Whistle boards have been put in place as a form of mitigation for this but they are not effective from 00:00 to 06:00 which is the No Train Quiet Period when trains do not sound their horns. It is also extremely unlikely that Whistle Boards are as effective a warning device as Flashing LED lights and Continuous Audible Alarms for either road vehicle or pedestrian users. The warnings for users at Sandhill crossing are 24 hours, Seven Days a Week and in the unlikely event of failure trains would be cautioned (slowed down to 20mph or less) and barrier attendants would take local control of the crossing or trains would be stopped completely until any failure was rectified
- Other proofs of evidence produced by Network Rail (see those of A Kenning NR30 & S Tilbrook NR32) confirm that as part of this application the pedestrian walk way at Sandhill Crossing is to be enhanced and Improved if this application is successful

I am not rebutting every proof of evidence submitted by Cambridgeshire County Council and I am still relying on my proof of evidence.

### **Witness declaration**

I hereby declare as follows:

- (i) This proof of evidence includes all facts which I regard as being relevant to the opinions that I have expressed and that the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion.
- (ii) I believe the facts that I have stated in this proof of evidence are true and that the opinions expressed are correct.
- (iii) I understand my duty to the Inquiry to help it with matters within my expertise and I have complied with that duty.