

From: POCorrespondence
Sent: 24 April 2017 13:35
To: Caroline O'Neill
Subject: FW: Network Rail Anglia Level Crossing Reductions TWA Order

And another

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Anne Broome | Private Office Business Manager, Private Office, Department for Transport
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From: kieron@logisticspartners.co.uk [mailto:kieron@logisticspartners.co.uk]
Sent: 24 April 2017 13:25
To: TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gsi.gov.uk>; POCorrespondence <POCorrespondence@dft.gsi.gov.uk>
Cc: kieron@logisticspartners.co.uk
Subject: Network Rail Anglia Level Crossing Reductions TWA Order

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Dear Secretary of State for Transport,

I am writing to support Network Rails proposal to close crossing C02 – Nairns No 117 (Stretham Parish), Cambridgeshire at postcode CB6 3LG.

This was submitted on 3rd March 2017, Under section 6 of the transport and works act 1992 for an order under sections 1 and 5 of that act.

As the Network Rail submission states this level crossing is on private land used for commercial use. The current crossing has no automatic barriers and relies on users calling to check that the track is clear. Between 2011 and 2016 this level crossing has had 2 incidents of misuse and 1 accident.

That accident or crash took place on August 12th 2016. I was on that train along with my wife and about 113 other passengers. I was in the front carriage heading for a night at the Proms, and relied on Network rail and Great Northern trains to get me there safely.

Our train was hit by a Land Rover on the crossing, and it was one of the most terrifying moments of my life. I will never forget the shaken face of the driver as he came out of his cab to tell us a car had hit the train on a crossing. It is amazing how fast he recovered and acted to ensure trains were stopped on both tracks to prevent further accidents.

We have since been informed by the British Transport Police, that this crash was not an accident but was caused by the driver deciding not to call ahead and driving across the line unauthorised. Luckily the train was not full and the cars impact did not de-rail the train, otherwise the crash could have been much worse

But the result was still a severely injured driver of the car, a very shaken train driver, 155 passengers considerably shaken with plans ruined and an impact on thousands of commuters whose journeys were disrupted. We were lucky we only missed a night at the Proms and were not hospitalised, but you can't help thinking what could have happened if the train arrived a few seconds earlier or later with the Land Rover in the middle of the crossing. We understand the Land Rover driver is now being prosecuted for endangering the safety of passengers on the railway.

If we are to have a safe and reliable railway, it should not be possible for people to easily cross a railway line with a train approaching, at risk not only to their own lives but to all of those travelling on the railway. The horrible crash we were involved in has clearly shown that manual procedures are not a fail safe way to ensure the safety of passengers and rail employees. Network Rail had already identified this crossing for closure before the crash happened. If only the process had been shorter the train driver, train passengers and land rover driver would have been saved injury and trauma.

I know the landowner is opposing this closure but surely the lives of his workers, friends, rail passengers and staff are more important than the time taken to drive to the next crossing which has barriers?

Please help Network Rail maintain the safety of the railway by upholding their request and closing this crossing.

Kieron

Mr Kieron Parnell

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