

SUPP/2

**Caroline O'Neill**

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**From:** FLUA Secretary <fluasecretary@flua.org.uk>  
**Sent:** 10 April 2017 15:18  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Network Rail Anglia Level Crossing Reductions TWA Order  
**Attachments:** Level Crossings REPRESENTATION OF SUPPORT Cambs LETTER.pdf; Level Crossings REPRESENTATION OF SUPPORT Cambs APPENDIX.pdf

**Importance:** High

## **Fen Line Users Association 2017**

**10 April**

**67 Goodwins Road, KING'S LYNN, Norfolk, PE30 5PE**

Dear Sir,

**Network Rail Anglia Level Crossings Reductions TWA Order  
Network Rail (Cambridgeshire Level Crossing Reduction Order): Representation of Support (including Appendix)**

This is to advise you that the Association has today sent the Secretary of State for Transport its Representation of Support and Appendix by Recorded Delivery post.

We now enclose with this email pdf copies of both these documents for your convenience.

Please would you kindly acknowledge receipt of this email?

Thank you.

Yours faithfully,

**Andy Tyler**  
Secretary

**07803 459 043**

**[www.flua.org.uk](http://www.flua.org.uk)**

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**Fen Line Users Association**  
**67 Goodwins Road, KING'S LYNN, Norfolk, PE30 5PE**  
**10 April 2017**

To: Secretary of State for Transport,  
c/o Transport and Works Act Orders Unit,  
General Counsel's Office,  
Department for Transport,  
Zone 1/18, Great Minster House,  
33 Horseferry Road,  
London SW1P 4DR.

**RECORDED DELIVERY**

Dear Sir,

**Network Rail Anglia Level Crossing Reductions TWA Order**  
**Transport and Works Act 1992**  
**NETWORK RAIL (CAMBRIDGESHIRE LEVEL CROSSING REDUCTION) ORDER**  
**Application by Network Rail to the Secretary of State for Transport under Section 6 of the**  
**Transport and Works Act for an Order under Sections 1 and 5 of that Act.**  
**REPRESENTATION OF SUPPORT**

In its application for a Transport and Works Act Order Network Rail states (document NR4-CCC, "Statement of Aims", page 4) that the benefits of closing or modifying specified level crossings are:

- a. Improving the safety of level crossing users, railway staff, and passengers
- b. Creating a more efficient and reliable railway
- c. Reducing the ongoing operating and maintenance cost of the railway
- d. Reducing delays to trains, pedestrians, and other highway users
- e. Facilitating capacity and line speed increases on the network in the future.

In seeking a better and safer railway service for users, we are supportive of the above aims.

Accordingly, we have participated throughout Network Rail's consultation process, attending public exhibitions at: Littleport Village Hall (Wednesday 8 June 2016), Browns Field Youth & Community Centre, Cambridge (Friday 10 June 2016), Hughes Hall, Cambridge (Thursday 8 September 2016), and Littleport Village Hall (Monday 12 September 2016). Proposals relevant to the King's Lynn-Cambridge-King's Cross route were discussed at Association Committee meetings held on Saturday 11 June 2016, on Saturday 22 October 2016, and on Saturday 11 February 2017. Additionally, Association members raised the issue of level crossing safety at our Annual General Meeting (held on Saturday 19 November 2016) when it was pointed out that level crossings are now the biggest safety hazard to rail users; as well as the safety of passengers and train drivers being put at risk, the inevitable hold-ups following an incident cause delays to passengers, including large numbers travelling to/from work and for business in Cambridge and London. In some circumstances, the necessary withdrawal of a damaged train can (and has) lead to rolling stock shortages which result in numerous service cancellations for lengthy periods.

Our members have been informed and consulted throughout Network Rail's consultation process by means of items published in our newsletter *The Fenman* and on our website [www.flua.org.uk](http://www.flua.org.uk).

As part of this Representation of Support, we attach a selection of media coverage of Fen Line level crossing accidents in an APPENDIX. We acknowledge that this shows mainly high profile locations and that the current proposals are for minor crossings, but death, injury and delay know no such distinction. In the APPENDIX (it is necessary to see its contents to appreciate exactly why) we pose the question: "Nowhere – or somewhere – where next?"

#### **Anglia Level Crossing Reduction Strategy**

We note that the Anglia Level Crossing Reduction Strategy comprises five phases and that the proposals in the Order applied for only relate to Phases 1 (main line) and 2 (branch line) where benefits may be deliverable and affordable within Network Rail Control Period 5 (to 31/03/19) and Control Period 6 (01/04/19 to 31/03/24). We further note that Phases 3 to 5 will include grade separated crossings of the railway and diversion of, or downgrading of, major highways and that these phases are likely to be implemented within Control Period 6. It is also noted that work to consider level crossings within the county of Norfolk has been deferred to Control Period 6 (document NR5-CCC, "Statement of Consultation", pages 5 and 6). There are no proposals for those parts of the King's Lynn-Cambridge-King's Cross route within the counties of Hertfordshire or Greater London.

The remainder of this letter relates to the Cambridgeshire Level Crossing Reduction Order only.

#### **Cambridgeshire Level Crossing Reduction Order – Association's Support**

In view of the foregoing, the Association SUPPORTS Network Rail's plans for the closure/alteration of the following 14 crossings on the King's Lynn-Cambridge-King's Cross route: C35 Ballast Pit, C28 Black Horse Drove, C01 Chittering, C25 Clayway [Littleport], C24 Cross Keys, C34 Fysons, C33 Jack O'Tell (Adam's Crossing), C31 Littleport station (footpath level crossing), C02 Nairn's No 117, C04 No 20 [Meldreth], C07 No 37 [Harston], C26 Poplar Drove, C03 West River Bridge, and C27 Willow Row/Willow Road.

It is noted that Control Period 5 funding has been secured for the Order scheme (document NR6-CCC, "Funding Statement", page 2).

#### **Cambridgeshire Level Crossing Reduction Order – C31 Littleport station – detailed request**

The C31 Littleport station pedestrian crossing is of great concern to us, in so much as the danger it poses to rail users (229,628 passengers p.a. source: ORR 2015/6 estimate) by virtue of the bends at both ends of the station, which can hide fast passenger and freight trains not stopping there and running at up to 75mph).

Given that the proposal at C31 Littleport station would *also* greatly help in accommodating platform lengthening works currently being considered as part of Network Rail's Cambridge-King's Lynn 8-car scheme (designed to tackle *urgent* passenger overcrowding issues during peak times), we ask that the implementation of the level crossing proposal for C31 Littleport station be given high priority by Network Rail.

We therefore welcome the statement in document NR5-CCC ("Statement of Consultation", page 147) that "the proposals are designed to complement this scheme." We also welcome the statement in document NR5-CCC ("Statement of Consultation", page 148) that "additional ticket machines are proposed as part of the platform lengthening [8-car] scheme." Both these matters were raised by us during the consultation process.

With regard to the proposal for C31 Littleport station, we also asked Network Rail to deal with the flooding issue in the underpass. We note that document NR5-CCC ("Statement of Consultation")

states (page 148) "flooding is not a frequent event through the underpass, and an alternative route is available via Station Road". We do not dispute the existence of the alternative route via the manually-operated traditionally gated level crossing. However, we take issue with Network Rail's assertion regarding what we have called "flooding." It may be that a better description would be "extensive puddling" and it may be that the actual occurrence of the rainfall which causes this is "not frequent" but the subsequent effects can be long lasting and cause problems for pedestrian rail users, many more of whom being required to use the underpass should the Order proposal go ahead.

We show the photograph below as evidence of the problem; this shows puddling retention on a *dry* day. In wet periods puddling extends to the entire bridge footprint and beyond, covering the crown of the highway.



*Littleport station underpass, looking eastwards.*

*Photograph taken on 30 March 2016.*

We therefore REQUEST the Secretary of State to impose a CONDITION that the flooding/puddling issue in the Littleport station underpass is satisfactorily dealt with. It should be noted that this detailed request does NOT change our stance of SUPPORT for the Order.

Yours faithfully,

Andy Tyler  
Secretary

07803 459 043

[www.flua.org.uk](http://www.flua.org.uk)

Enc: APPENDIX



## APPENDIX Selected Media coverage – Fen Line level crossings

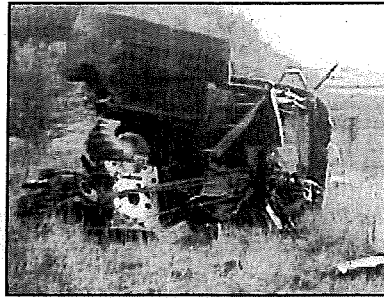
Wednesday 19 October 2005 Black Horse Drove BBC News

<http://news.bbc.co.uk/1/hi/england/4356990.stm>

Tractor driver dies in rail crash

**A tractor driver has died in an accident involving a train at a level crossing on the Cambs/Norfolk border.**

The accident happened on Wednesday at an area called Black Horse Drove between Littleport and Downham Market.



The collision took place shortly after noon on a stretch of single track and involved WAGN's 1045 BST service between King's Cross and King's Lynn.

**Tractor driver died in the accident**

Emergency services are on the scene. It is understood that none of the 32 train passengers was seriously injured.

A WAGN spokeswoman said the train had been travelling at 90mph, which is standard speed, at the time of the accident. Despite the collision the train remained on the tracks.

A Network Rail spokesman said the accident happened at a level crossing on a farm.

**“ These incidents happen fairly rarely. These crossings are inherently safe when used properly ”**

The crossing had barriers on both sides, warning lights and an audible alarm, he added.

Insp Robert Munn

One of the 32 passengers on board was taken to hospital with a shoulder injury. The train driver was treated for shock.

Police said the tractor driver's body had been taken to Addenbrooke's Hospital, Cambridge.

Insp Robert Munn, of British Transport Police, said the drivers of large or slow-moving vehicles had to phone for permission to cross the rail line.



"One of the lines of inquiry is whether he sought permission to use the crossing.

"These incidents happen fairly rarely. These crossings are inherently safe when used properly," he said.

**The driver of the train suffered shock in the crash**

Train services in the area are expected to remain suspended until Thursday. Replacement buses have been laid on.

The Rail Accident Investigation branch (RAIB) will carry out an investigation.

**Tuesday 5 July 2011 Littleport Bypass BBC News**

<http://www.bbc.co.uk/news/uk-england-14037410>

### **Couple hurt in Cambridgeshire level crossing crash**

An elderly couple have been injured when a motorhome was in collision with a train on a level crossing.

Services between Cambridge and King's Lynn were suspended and the A10 road was blocked both ways after the crash at Littleport, Cambridgeshire.



*The train crossing on the A10 at Littleport after the collision between the London to King's Lynn train and the motorhome. Picture: Matthew Usher.*

**Picture: Cambs Times**

[http://www.cambstimes.co.uk/news/police to interview motorhome driver involved in littleport train crossing crash 1 973415?usurv=completed](http://www.cambstimes.co.uk/news/police%20to%20interview%20motorhome%20driver%20involved%20in%20littleport%20train%20crossing%20crash%201%20973415?usurv=completed)



## **Level Crossing Accident closes Kings Lynn railway line**

The main line between Kings Lynn and London has been closed for over 24 hours after the 10:10 service from Kings Lynn ploughed into a farm tractor at approaching 70mph. The tractor was crossing the line at Hatsons User Worked Crossing near Saddlebow, between Kings Lynn and Watlington.

Damage to the tractor was severe, with one of its wheels ending up under the train. Both the train and tractor drivers were taken to hospital but only seem to have suffered severe bruising. There were no other severe casualties, a situation which a Network Rail spokesman called "very fortunate".

At that location, the responsibility of checking that it is safe to cross rests solely with the vehicle driver, although the sightlines are around 1200 yards in each direction and the surrounding ground is very flat.

The cab and front bogie of the train, a First Capital Connect class 365, were severely damaged, and the overhead electrical power supply was also disrupted. As the track is single-line at that point, Network Rail has been endeavouring to remove the train as quickly as possible. They are doing this by first repairing and restoring the overhead power, which was re-energised by 10am Monday. The train's brakes are damaged so it cannot drive away under its own power and damage to the front coupling prevents it being pulled clear. As at 13:45 Monday, an assisting unit has been coupled to the back of the train and, once two skates have been placed under the damaged bogie, the train will be pushed forwards at 5mph to Downham Market, under the control of a lookout at the front of the train.

Once the train has been moved there is "about an hour's worth" of track repairs to do, and then Network Rail hopes to reopen a full service.

The Rail Accident Investigation Board is carrying out a thorough investigation of the circumstances of this incident.

Sunday 25 September 2011    Hatsons, Saddlebow, King's Lynn    Eastern Daily Press  
[http://www.edp24.co.uk/news/update\\_king\\_s\\_lynn\\_to\\_downham\\_rail\\_line\\_due\\_to\\_re\\_open\\_after\\_4pm\\_today\\_1\\_1070367](http://www.edp24.co.uk/news/update_king_s_lynn_to_downham_rail_line_due_to_re_open_after_4pm_today_1_1070367)

**UPDATE: King's Lynn to Downham rail line due to re-open after 4pm today**

**PUBLISHED:** 00:11 26 September 2011 | **UPDATED:** 11:42 26 September 2011



*Damage to the First Capital Connect train after the crash near Saddlebow*

Engineers still working to re-open line which should be running for the evening rush hour

**Travel disruption latest**

Buses will be running instead of trains between King's Lynn and Downham Market until further notice. Delays of up to 40 minutes are expected.

Stations affected are Lynn, Watlington and Downham Market.

First Capital Connect said it hoped services would return to normal by this afternoon.

That depends on whether engineers can clear wreckage and restore power to the stretch of line at Saddlebow, where yesterday's collision occurred.

All trains between King's Lynn and Downham Market currently remain cancelled after overhead power lines were brought down by yesterday's crash with a tractor - but it is hoped the line will be open for today's evening rush hour.

Shuttle buses have been connecting the two stations while engineers work to clear the track and reinstate overhead power lines brought down in the collision.

A spokesman for First Capital Connect said engineers are continuing to work to remove the tractor parts from under the train and clear the line. Network Rail is working on restoring the overhead power lines including major structural work to restore the service and both companies hoped to be finished by 4pm today.

"This train now has to undergo major repairs and will be out of service for some time. It joins another one of our Class 365 trains being repaired following a separate camper van collision in Littleport in the summer.

"We'd apologise for any inconvenience and assure customers that together with Network Rail we are working to get the service back to normal as quickly as possible," added the spokesman.

Yesterday 40 passengers escaped serious injury when their train was in collision with a tractor.

They were on board the 10.10am First Capital Connect service from Lynn to London King's Cross, when the crash happened on a farm crossing without warning lights or barriers.

The collision occurred minutes after the train began its journey, on a single-track section of the line which crosses the flat, open countryside between Lynn and the next station at Watlington.

Emergency services were quickly on the scene of the accident, which was close to the busy A47 Southern Bypass and across the fields from the Norfolk Arena.

Passengers waited up to four hours to be evacuated from the train, which remained on the rails and came to a halt 200yds up the line from the crossing.

Overhead power lines were brought down by the crash and cables could be seen drooping from the metal masts which carry them above the track.

Firefighters had to ensure that the current had been safely earthed before people could be evacuated from the train.

The front coach of the train collided with the tractor, which was towing a trailer full of sugar beet, as it approached a crossing near Maple Road.

The engine of the tractor appeared to have been cut clean off by the force of the impact, which left wreckage strewn along the line.

The tractor driver - reported to be a 29-year-old man - was treated at the scene but was understood to have escaped serious injury.

One woman passenger who was on the train said: "I was about three coaches back so I didn't actually see it hit.

"All I saw was stones and everything flying up along the track."

Describing the scene, she told local radio station KLFM: "We're all quite shocked, we couldn't believe it but everyone's fine.

"There was quite a lot of panic at first, we thought it was going to be a lot worse than it has been."

At 1.30pm passengers were ferried off the train and across the beet fields to a waiting coach, by firefighters using 4x4s.

The train was due to call at Watlington, Downham Market, Littleport and Ely on its way to London King's Cross.

Yesterday's crash was the latest in a series of incidents on crossings in the Fens, some of them fatal. Two months ago, a camper van was in collision with a train on a crossing at Littleport.

The cause of yesterday's incident remained unclear last night. Officers from British Transport Police are investigating.

In Pictures - collision between a train and a tractor at Saddlebow, near King's Lynn



Photo: Eastern Daily Press



**Level crossing crash: Motorist killed near Downham Market**



Passenger Robert Sankey from Downham Market describes the train crash

A motorist was killed when his car collided with a passenger train at a level crossing close to the Norfolk and Cambridgeshire border.

The Kia Sportage car was struck by the King's Lynn to London service near Downham Market, Norfolk, at 13:15 BST.

The driver of the car was pronounced dead at the scene. About 70 people were on the train but no injuries have been reported.

The crash has led to disruption, with some trains terminating at Cambridge.

The train involved was the 12:56 BST King's Lynn to King's Cross service.

A British Transport Police spokesman said: "Police are currently working to establish the full circumstances, including how the car came to be on the tracks."

### **'Horrendous bang'**

A spokesman for First Capital Connect said the level crossing, between Downham Market and Littleport, was on a private road.

Network Rail said the crossing was "user-worked", meaning people were responsible for opening and closing the gate.

"The crossing goes across a private road in farmland and serves a few houses," said a Network Rail spokesman.

"It has a number of registered users and other members of the public are not allowed to use it."

Passenger Robert Sankey, 65, from Downham Market, described hearing a "horrendous bang".

"The train eventually came to a halt," he told BBC Radio Norfolk.

"I've had a look outside and the car is impaled on the front of the train."

He said passengers were "calm" and waiting to be taken off the train.

The train, which was not derailed, was slightly damaged and came to a halt a short distance from the crossing.

Arrangements were being made to take passengers to their destinations by bus.



**Thursday 12 September 2013 Waterbeach level crossing Press Association  
Cyclist came inches from death at Cambridgeshire level crossing**

*Video footage shows train narrowly avoiding woman who ignored warning lights and barriers  
Press Association, issued Wednesday 2 October 2013 12.18 BST*

*A cyclist came within inches of being hit by a train after dodging a level crossing barrier, footage has revealed.*



British transport police have released images of the incident, at the Waterbeach crossing in Cambridgeshire, in an attempt to identify the woman, and to highlight the dangers of misusing level crossings.

The woman is seen approaching the crossing as the barriers are down. She passes through them and on to the line before braking hard; just seconds later, the train passes.

Pc Matt Mildinhall said: "This woman simply put her life on the line by not only ignoring the warning lights but [going] through the barriers and on to the line.

"We are very keen to speak to her about the incident and explain the danger she not only put herself in but others around the crossing at the time."

The driver of the train had to apply the emergency brake before the cyclist stepped back, narrowly avoiding being struck.

More than 100 trains a day travel through Waterbeach level crossing at speeds of up to 75mph.

Jay Thompson, Greater Anglia's head of safety, said that, thankfully, the train driver had reacted very quickly. "Not only was this incident very traumatic for the driver, but it could have resulted in the cyclist being killed. It is really important that everyone follows the safety instructions at level crossings," he said.

Publication of the footage of the incident, at about 6.30pm on 12 September, comes after Network Rail launched its latest safety campaign, called Track Tests, which revealed a third of people think they would hear a train in time to move out of the way.

Richard Schofield, Network Rail route managing director, said: "This is one of the closest incidents of near miss we've seen.

"The person using the crossing not only didn't hear the train but ignored the warning lights and barriers, putting her life [and] the lives of passengers and the train driver in danger.

"Warning systems at level crossings are there for a reason: to protect users from the railway. I hope the release of this footage will highlight the importance of following the safety advice at level crossings."

Anyone with information about the incident is asked to contact British transport police on 0800 405040 quoting background reference B8/LNA of 25/09/2013.

**Wednesday 13 November 2014 Downham Market Bypass Wisbech Standard**

[http://www.wisbechstandard.co.uk/news/lorry\\_driver\\_arrested\\_after\\_collision\\_with\\_goods\\_train\\_on\\_level\\_crossing\\_1\\_3846312](http://www.wisbechstandard.co.uk/news/lorry_driver_arrested_after_collision_with_goods_train_on_level_crossing_1_3846312)

## **Lorry driver arrested after collision with goods train on level crossing**

**PUBLISHED: 09:11 14 November 2014 | UPDATED: 09:11 14 November 2014**



*The lorry involved in the collision with a freight train at a level crossing in Railway Road, Downham Market. Photo: Paul Tibbs*

Rail passengers and drivers faced six hours of disruption on Thursday [sic] after a goods train hit a lorry on a level crossing.



*Emergency services at the scene of the crash between a lorry and a freight train at a level crossing in Railway Road, Downham Market. Photo: Paul Tibbs*

Thameslink Great Northern services between Ely and Downham Market were replaced by buses after the lorry collided with part of the crossing barrier, before it was in turn struck by a mineral train.

No-one was injured in the crash, which happened at around 9.30am, on the crossing at St John's Way, off the A1122 bypass near Downham station.

British Transport police tweeted officers had arrested a man on suspicion of dangerous driving at Downham Market Southern Bypass level crossing.

The goods train came to rest on the single track crossing, closing the line to Downham Market until it could be moved at around 3.15pm.

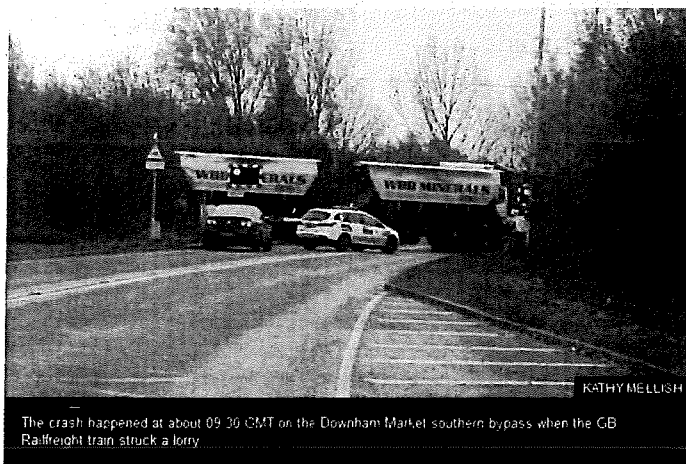
Network Rail said: "The crossing will be re-opening, so people will be able to use it, but there will be an attendant there until they have been able to test it, there will be someone controlling it."

A spokesman added they understood the train struck the lorry "a glancing blow" and the incident was now under investigation.

Norfolk County Council closed the road between Heygate's Mill, beside the Relief Channel, and the A10 at the Ryston roundabout, meaning drivers had to take a detour through the town centre.

A county council spokesman said: "There has been an incident today at a level crossing on the A1122 in Downham Market in which no one was injured. Norfolk Police requested that the A1122 be closed between the junction of the roundabout at Birds Mill to junction of the A10.

"Norfolk County Council put a diversion in place along the A10 towards Ely and Littleport to Wisbech. The road closure is expected to be in place for most of the day while the scene is being cleared and the road made safe to open again."

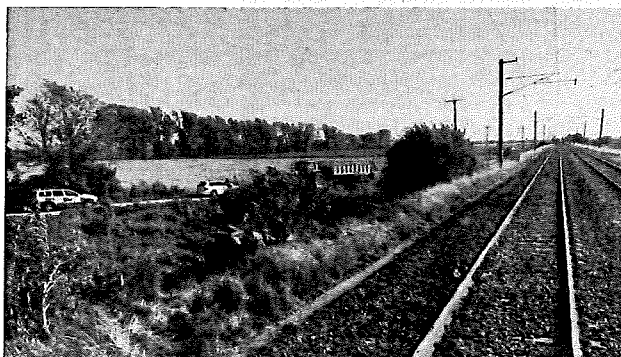


*Photo Kathy Mellish/BBC News*

**Nairn's No 117 (Stretham) Tuesday Friday 12 August 2016 BBC News**

<http://www.bbc.co.uk/news/uk-england-cambridgeshire-37062994>

## **Stretham rail crash: Probe after train hits Land Rover on track**



*The Land Rover was left in a ditch following the crash at Stretham*

A train struck a Land Rover on the railway line between Ely and Cambridge, prompting an investigation.

It happened just after 14:30 BST at a level crossing near Stretham.



A man, in his 40s, was treated by the East Anglian Air Ambulance and flown to Addenbrooke's Hospital in Cambridge.

The collision involved a Great Northern King's Lynn to London King's Cross train. The 4x4 was hit at the Nairn level crossing, off the A1123.

British Transport Police said the male driver of the vehicle suffered serious injuries but they were not thought to be life-threatening.

Network Rail said the crossing was typically used by few than 10 vehicles per day and there were "clear instructions" telling people to phone a signaller to ask permission to cross.

Spokesman Ross Easton confirmed the signaller had not received a call prior to the incident and the telephone system had been working.

"Our thoughts are with the driver of the vehicle and his family and we will continue to assist with the ongoing investigation," he added.

About 115 passengers had to be transferred to another train after it was damaged in the crash.



*The Great Northern train was on its way from King's Lynn to London King's Cross*

**Additional picture from Daily Mail Friday 12 August 2016**

**<http://www.dailymail.co.uk/news/article-3736239/Man-fighting-life-train-hits-car-tracks-Cambridge-Ely.html>**



**These shocking pictures show the remains of a Land Rover after it was hit by a train on a level crossing, leaving the driver with a severe head injury**

<http://www.cambridge-news.co.uk/news/cambridge-news/daredevil-bus-drivers-motorists-cyclists-12246883>

*Daredevil bus drivers, motorists and cyclists jump level crossings in Cambridge area 350 times*

## **British Transport Police (BTP) have released shock details of how drivers have ignored the safety barriers**

Daredevil drivers and cyclists have breached or smashed level crossing barriers in the Cambridge area more than 100 times in a year including a bus driver in the city.

British Transport Police (BTP) have released shock details of how drivers have ignored the safety barriers after the News put in a freedom of information request.

A total of 203 breaches were recorded by the force from November, 2014 to November 1015.

And from November last year to this month a total of 149 breaches were flagged up.

Foxton level crossing had the most breaches. In 2014 there were a staggering 86 and 56 the following 12 month period making it the worst in Cambridgeshire.



*Car breaches Foxton level crossing*

Ely was in second place with 15 increasing to 22 in the last year.

A BTP spokeswoman said: "BTP has just completed a fortnight of action to raise awareness of the dangers of level crossing and encourage members of the public to use them safely.

"We visited level crossings in Cambridgeshire with Level Crossing Mobile Safety Vehicles (funded by Network Rail and operated by BTP officers) as part of the effort to make people more aware of the dangers." Inspector Michelle Wedderburn said: "We're stepping up our activity to ensure we speak to as many people as possible about using crossings safely.

"People have just got into the habit of taking risks at the crossing and are jumping red lights, and this has to stop. There is no excuse for jumping the lights at a level crossing and the consequences of doing so could be fatal.

"We are more interested in educating people and saving lives but we will also prosecute anyone who is caught jumping level crossing lights in the hope that this will make them think twice in future." In one incident a cyclist breached level crossing barriers in Cambridge but was caught on camera.



*N.B. This is not a Fen Line crossing. Note also that this Appendix includes Fen Line level crossings located in Cambridgeshire and in Norfolk.*

Examples of risk-taking at the crossings have been revealed.

In Ely the signaller had started to lower the barriers when two lorries went through the red lights.

At Cambridge a bus driver was approaching the crossing and the lights were flashing but the driver "just drove through".

In Foxton a signaller when a truck swerved to miss the barriers. In Ely someone actually removed the barrier. In Littleport a lorry has gone over the crossing and touched the barrier causing sparks to fly and breaking the barrier.

At Waterbeach a bus jumped the red lights and a barrier caught the back of the vehicle as it came down.

## **Nowhere Crossing, King's Lynn Friday 24 March 2017 Lynn News**

<http://www.lynnnews.co.uk/news/woman-dies-after-collision-with-train-on-king-s-lynn-level-crossing-1-7886348>

### **Woman dies after collision with train on King's Lynn level crossing**

Police news

A 50-year-old woman has died after she was in collision with a train on a Lynn level crossing on Friday night.

Emergency crews were called to the Nowhere crossing, on the edge of the town at around 10.30pm.

The woman was pronounced dead at the scene.

British Transport Police officers say the incident is not being treated as suspicious.

A file is currently being prepared for the coroner.

**Nowhere – or somewhere:**

# **where next?**



**Caroline O'Neill**

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**From:** FLUA Secretary <fluasecretary@flua.org.uk>  
**Sent:** 10 April 2017 17:57  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Re: Network Rail Anglia Level Crossing Reductions TWA Order

Thank you for your prompt acknowledgement.

Andy Tyler

**From:** TRANSPORTANDWORKSACT  
**Sent:** Monday, April 10, 2017 3:43 PM  
**To:** 'FLUA Secretary'  
**Subject:** RE: Network Rail Anglia Level Crossing Reductions TWA Order

Dear Sir,

Thank you for your e-mail. A formal acknowledgement will be sent to you in due course.

Kind regards  
Caroline O'Neill

**Caroline O'Neill | Miss, Transport and Works Act Orders Unit, Department for Transport,  
1/14-18, Great Minster House, 33 Horseferry Road, London SW1P 4DR | 020 7944 3196 |**

**From:** FLUA Secretary [mailto:fluasecretary@flua.org.uk]  
**Sent:** 10 April 2017 15:18  
**To:** TRANSPORTANDWORKSACT <TRANSPORTANDWORKSACT@dft.gsi.gov.uk>  
**Subject:** Network Rail Anglia Level Crossing Reductions TWA Order  
**Importance:** High

**Fen Line Users Association  
2017**

**67 Goodwins Road, KING'S LYNN, Norfolk, PE30 5PE**

**10 April**

Dear Sir,

**Network Rail Anglia Level Crossings Reductions TWA Order  
Network Rail (Cambridgeshire Level Crossing Reduction Order): Representation of Support (including  
Appendix)**

This is to advise you that the Association has today sent the Secretary of State for Transport its Representation of Support and Appendix by Recorded Delivery post.

We now enclose with this email pdf copies of both these documents for your convenience.

Please would you kindly acknowledge receipt of this email?

Thank you.

Yours faithfully,

**Andy Tyler**  
Secretary

**07803 459 043**

**[www.flua.org.uk](http://www.flua.org.uk)**

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