

T. & J. ALTERTON

21.6.2017.

NETWORK RAIL (CAMBRIDGESHIRE
LEVEL CROSSING REDUCTION ORDER)
C13. MIDDLE DROVE MARCH.



To: SECRETARY OF STATE FOR TRANSPORT.

MR T. ALTERTON (FARMER) 

I HAVE ENCLOSED MY LETTER OF OBJECTION DATED
23/4/2017. TO BE USED AS MY STATEMENT OF
CASE AT THE INQUIRY.

A LIST OF DOCUMENTS TO BE USED AT THE INQUIRY

- 1.) LETTER (STATEMENT OF CASE)
- 2.) MAP. (SHOWING THE NEW ROUTE)
- 3.) LETTER (NETWORK RAIL) DATED 20/9/2016.
- 4.) MAP SHOWING MARCHWEST AND WHITE FEN
INTERNAL DRAINAGE BOARD
MIDDLE LEVEL MARCH.

This Drain runs along the 38 ACRE FIELD.

YOURS SINCERELY.

MR TONY ALTERTON.

Response to the Network Rail (Cambridgeshire Level Crossing Reduction Order) Consultation

Emma Alterton

Sun 23/04/2017 20:00

Sent Items

To: transportandworksact@dft.gsi.gov.uk <transportandworksact@dft.gsi.gov.uk>;

Cc: stephen.barclay.mp@parliament.uk <stephen.barclay.mp@parliament.uk>;

This email is sent on behalf of Mr T Alterton who has no email address. His contact details are at the bottom of the email.

To Secretary of State for Transport

Re: Response to the Network Rail (Cambridgeshire Level Crossing Reduction Order) Consultation

I am a land owner and farmer whose business will be severely impacted by the proposal to close the level crossing at Middle Drove, March, crossing reference C13. My concerns regarding the proposals are outlined below:

- I have land both sides of the crossing and regularly use this crossing to move between the fields on either side. If this crossing is closed I will have to undertake a long detour to move from one field to another by going back up Middle Drove, along Whittlesey Road and the full length of Whitemoor Road. This is inconvenient, time consuming in slow moving agricultural vehicles, it will cost more in terms of my time, fuel and have a detrimental effect on the efficiency of my day to day business.
- The proposals are to lock the existing gates on the crossing, in previous consultation there have been suggestions that a key could be provided for access rights. However I have received no such proposal in writing or any understanding of how I could obtain a key. I also understand from this current consultation that anything suggested in previous discussions has been completely disregarded.
- The proposals have come with draft compulsory purchase orders for an important section of my land that allows me to access a 38 Acre field. I do not see why I should need to give up my access rights to my own land in order for an equine mounting block area to be constructed. The crossing does not have horses coming across it, and if there were any they are managing without a mounting block now, why should this change in the future?

I would also like to raise the following points over the manner in which this consultation process has been conducted:

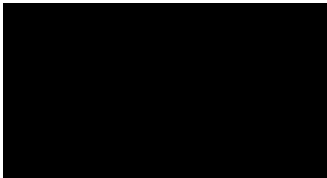
- At no point during the first 2 rounds of consultations was I made aware that they were informal only and would bear no relation on the final round of consultation. This is misleading as many of the stakeholders believed they had already made their representations.
- Since Bruton Knowles has taken over the consultation process their communications has been completely inadequate. I only realised there was this round of proposals due to a notice

on the gates. Speaking to my neighbours, other affected landowners and users of the crossing it appears no one had been contacted. We have had to proactively seek out the documents or request them directly in order to submit our concerns. It feels as if this consultation is being completed behind the back of the landowners in order to push these proposals through, considering this includes the taking of land and access via compulsory purchase I find this a disgusting way to conduct business.

- I am not convinced the data you are basing the decision for closing this crossing on is sound. A survey suggested that no vehicles used the crossing, yet I know I used the crossing on a number of occasions for business whilst the cameras for the survey were in place.

I look forward to hearing the results of the consultation process. My preferred method of communication is by post, my address is listed below.

Kind Regards
Tony Alterton



Anglia Level Crossing Proposals

C13 – Middle Drove (March Parish)

Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

Middle Drove is one of the level crossings in the County of Cambridgeshire. It is located in March Parish and has the postcode PE15 0A1. This is a public highway user worked crossing with miniature stop lights. The railway at this crossing carries passenger and freight with a line speed of 75 mph. There are generally 186 trains passing through this level crossing per day.

Network Rail's level crossing risk assessments are supported by use of the All Level Crossing Risk Model (ALCRM). This produces a score for the 'individual risk' presented as a letter ranging from A to M, where A is the highest risk and M is the lowest. In addition, the 'collective risk' is based on the number of people who use the crossing and is presented as a number ranging from 1 to 13, where 1 is the highest risk and 13 is the lowest. Middle Drove level crossing currently has an ALCRM score of B4 which is considered high risk. Key issues relate to frequent trains, sun glare, short sighting times, gates left open, and deliberate misuse or user error. There were 6 incidents of misuse, 2 near misses and no accidents at this crossing between 2011 and 2015.

Public consultation was undertaken in June on initial options for changes. At this level crossing, nine questionnaire responses were received. For Middle Drove, a summary of the questionnaire responses is shown below (route colours refer to the June 2016 Stage 1 consultation plan – please see the project website for details):

- 56 % agreed with the proposals
- 11 % of responses were neutral towards the proposals
- 33 % of responses disagreed with the proposals
- 67 % of responses agreed with the red route
- 11 % of responses preferred an other route
- 22 % of responses did not state a preference

General concerns were raised about the extra distance to travel if the level crossing was to be closed.

As part of the consultation process a wide range of statutory consultees, landowners and user groups were also consulted. The responses received have been taken into account when determining the preferred option.

During June and July of this year, Network Rail undertook new census surveys of the number and type of level crossing users. A three day census was undertaken (Saturday, Sunday and Monday) and the daily usage was as follows (*during this census dismounted cyclists have been classed as pedestrians*):



Weekday (Monday)	2 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	12 pedestrians	0 cyclists	0 equestrians	1 vehicle

The consultation feedback together with a range of other factors such as user safety and convenience, environmental impacts and economic factors were used to determine a preferred option. In this case, the red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to downgrade the level crossing to a private user worked crossing (where any rights are identified) with an adjacent public bridleway. Public motorised users would be diverted along Whittlesey Road to cross the railway at the automatic half barrier level crossing at Whittemoor Drove (ALCRM score D4). Users would continue on Whittemoor Road to connect back up with Middle Drove. New locked vehicular gates and bridleway gates with mounting blocks would be provided at Middle Drove crossing. The existing telephone and miniature stop lights will be retained on site at Middle Drove.

Diversion lengths:

- Public motorised users would be diverted up to additional 1.4km
- Non-motorised users would not be effected

Those existing users wishing to claim private rights should make it to Network Rail and state their case by using the email or telephone number below.

Photo 1: Existing level crossing – Middle Drove



Photo 2: Alternative railway crossing – Whittemoor Drove



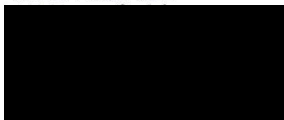
Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: www.networkrail.co.uk/anglialevelcrossings. Please complete the separate questionnaire using the level crossing identification number C13 and your feedback will be considered before the proposals are finalised ahead of submitting a Transport and Works Act Order to the Secretary of State.

To contact our team, please email us at: anglialevelcrossings@networkrail.co.uk or phone the helpline: 03457 11 41 41. We thank you for your time and providing your comments on the Anglia Level Crossing Proposal



Mrs. Alterton



Level Crossing Development Team
2nd Floor
The Quadrant
Elder Gate
Milton Keynes Central
BUCKINGHAMSHIRE
MK9 1EN

20 September 2016

Our Reference: SR160919-000101

Dear Mrs. Alterton

Thank you for contacting Network Rail regarding the Anglia Level Crossing Closure Proposals.

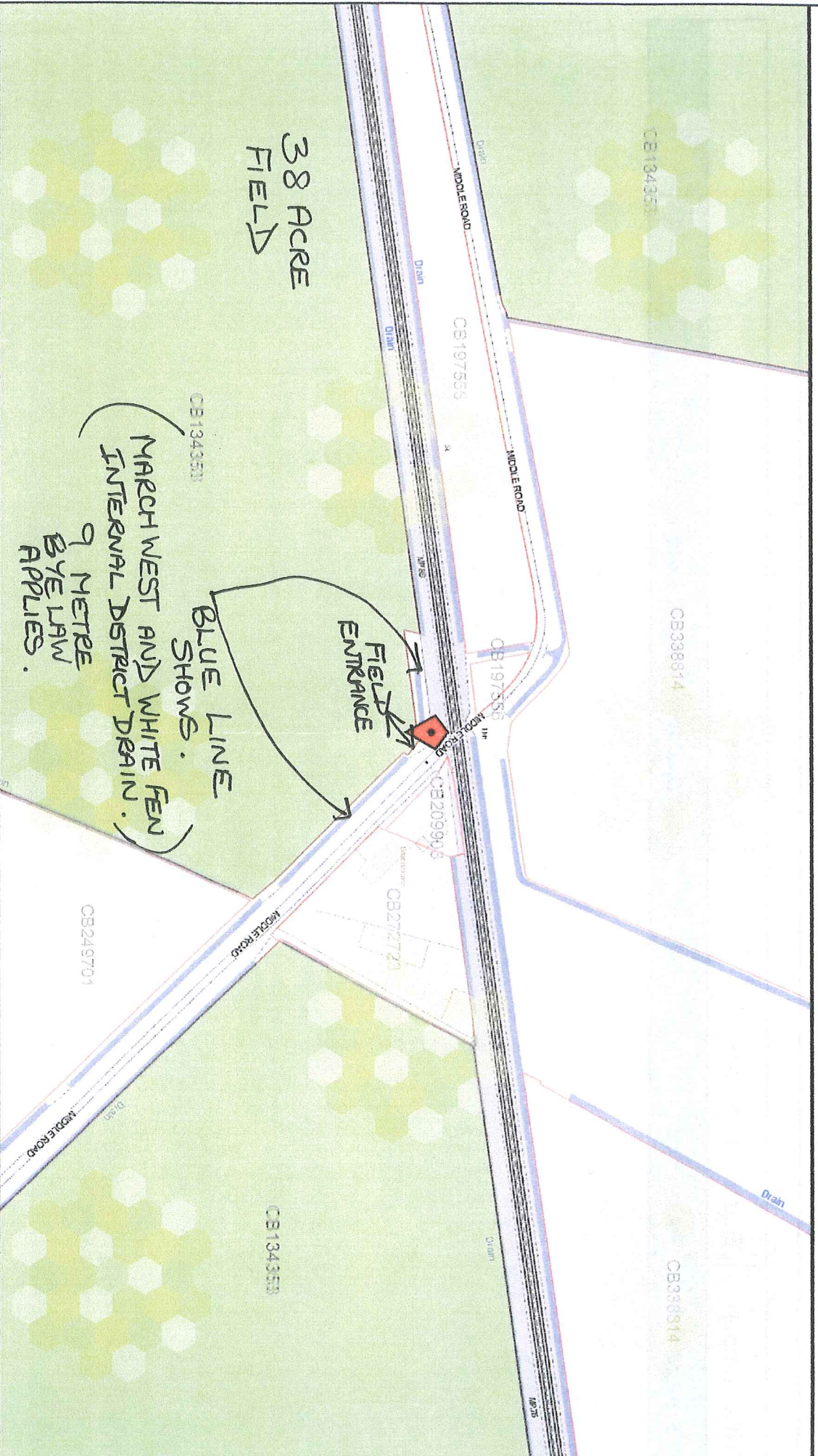
Entitlement for keys to Middle Drove Level Crossing (C13) will be agreed as part of the application for the Transport and Work Acts Order (TWAO), which is due to be submitted in Spring 2017. Landowners will be contacted by Network Rail or our agents in due course.

If you have any further questions please do send them through to anglialevelcrossings@networkrail.co.uk.

Further information on the consultation is also available at www.networkrail.co.uk/anglialevelcrossings.

Kind Regards

Mrs. N Davison
Network Rail



0 10 20 30 40 50 60 70 80 100m

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Data last updated 10:00pm 08 FEBRUARY, 2017

Map scale 1:2500



Land Registry

BETA

MapSearch Snapshot

Page 2

Title number	Estate information	Address
CB134353	Freehold	Middle Drove Farm, Middle Road, March