

T. ALTERTON

21. 6. 2017.

NETWORK RAIL (CAMBRIDGESHIRE
LEVEL CROSSING REDUCTION ORDER)

C13. MIDDLE DROVE, MARCH.



To: SECRETARY OF STATE FOR TRANSPORT.

MR T. ALTERTON AND MISS J. AVISON
(TRUSTEES FOR ALTERTON & AVISON LANDOWNERS)

WE HAVE ENCLOSED OUR LETTER OF OBJECTION
DATED 23/4/2017. TO BE USED AS OUR 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 MARCH WEST AND WHITE FEN
INTERNAL DRAINAGE BOARD
MIDDLE LEVEL MARCH.

THIS DRAIN RUNS ALONG THE 38 ACRE FIELD .

YOURS SINCERELY .

MR TONY ALTERTON ON BEHALF OF ALTERTON & AVISON

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

Emma Alterton

Sun 23/04/2017 20:42

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 send on behalf of Mr T Alterton and Miss J Avison (trustees for Alterton & Avison landowners) as they do not have email access. The main postal address for contacting the trustees is listed at the bottom of the email.

To Secretary of State for Transport

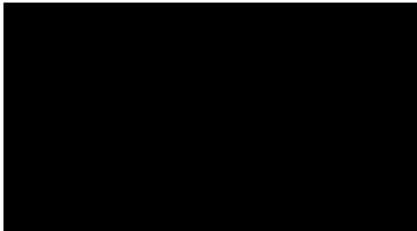
Re: Response to the Network Rail (Cambridgeshire Level Crossing Reduction Order) Consultation

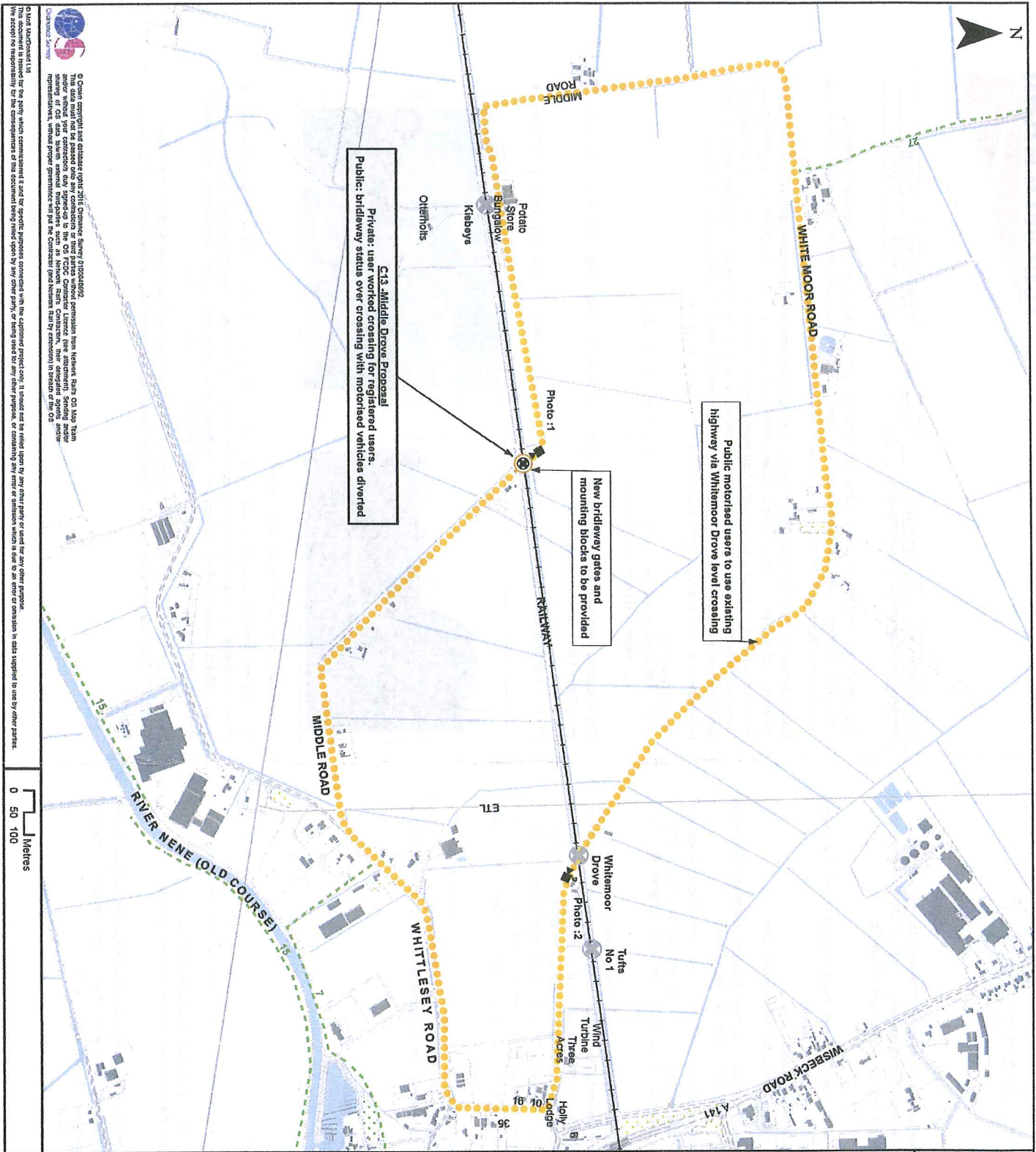
We are responding to this consultation as landowners who will be affected by the closing of crossing C13, the result will be our farm land holdings being split in half with fields to either side of the railway line, and no direct way easily access them. We will also suffer from loss of land due to compulsory purchase orders and blocked access way into our land. Our main concerns with these proposals are as follows:

- You are taking our land and access rights to our holdings, it is unacceptable. It appears the land is to be used to create a horse mounting area. Please consider that this is not needed, I have not seen horses using this crossing. Any horses that do manage perfectly well at present without any help. I do not understand why closing a crossing should mean it requires more land, surely it should take up less area.
- Network Rail have never needed the additional land in all the time of having a crossing here, there has not been any problems with this particular crossing, it has manual gates and lights that mean the regular users of the crossing have been safely traversing it without issue. Why should closing or downgrading the crossing need a larger area, it cannot be for safety reasons or there would be the need now.
- Closing this crossing means that whenever the Whitemoor Road crossing is closed the homes, fields and businesses including our land are completely cut off and inaccessible. This will stop our tenants being able to access our land, and any emergency services would not be able to access a large swathe of the countryside.
- Ideally we would like the crossing to remain open exactly as it is, or for it to be upgraded to an automatic barrier with lights. At the very least should the crossing be closed we would like the following:
 - to retain the existing lights and telephone to the signalman
 - for no additional land to be consumed in creating parking areas or mounting blocks, they are not needed
 - access to our land to be maintained
 - keys to the gates for our tenants to continue to conduct their business as they do now.

Thank you for considering our concerns in this matter. We look forward to hearing from you. Our main contact postal address is listed below.

Yours sincerely
Mr Tony Alterton & Miss Jeanette Avison
Trustees for Alterton & Avison





Level Crossings

- ⊗ Level crossing being discussed
- ⊗ Other level crossing in the project
- ⊗ Other level crossing not in the project

Right of Way / Other Route Type

- Footpath
 - Bridledway
 - Restricted byway
 - Byway open to all traffic
 - Highway (shown where used as part of a diversion)
 - Private Road / Track (shown where used as part of a diversion route)
- The line styles above indicate the type of right of way or other route proposed.
- The colours below indicate the nature of the proposal.

Right of Way / Other Route Status

- No Change and not part of diversion route
- Use of Existing right of way for diversion route
- Change of Status to right of way
- Closure of existing right of way
- Creation of new right of way

Photographs

Photograph Location (with no. - see Summary Sheet for details)



Anglia Level Crossing Reduction Strategy

Round 2 Public Consultation Proposal

C13 - Middle Drove
Cambridgeshire
March CP

Rev	Date	Description	Dwn	E Chk	Chkd	App'd
P1	16/08/2016	For information	WC	DW	SJT	JAS
Scale at A3	1:8,500	Drawing No.	MMD-367516-C13-GEN-003			

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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 0AJ. 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.

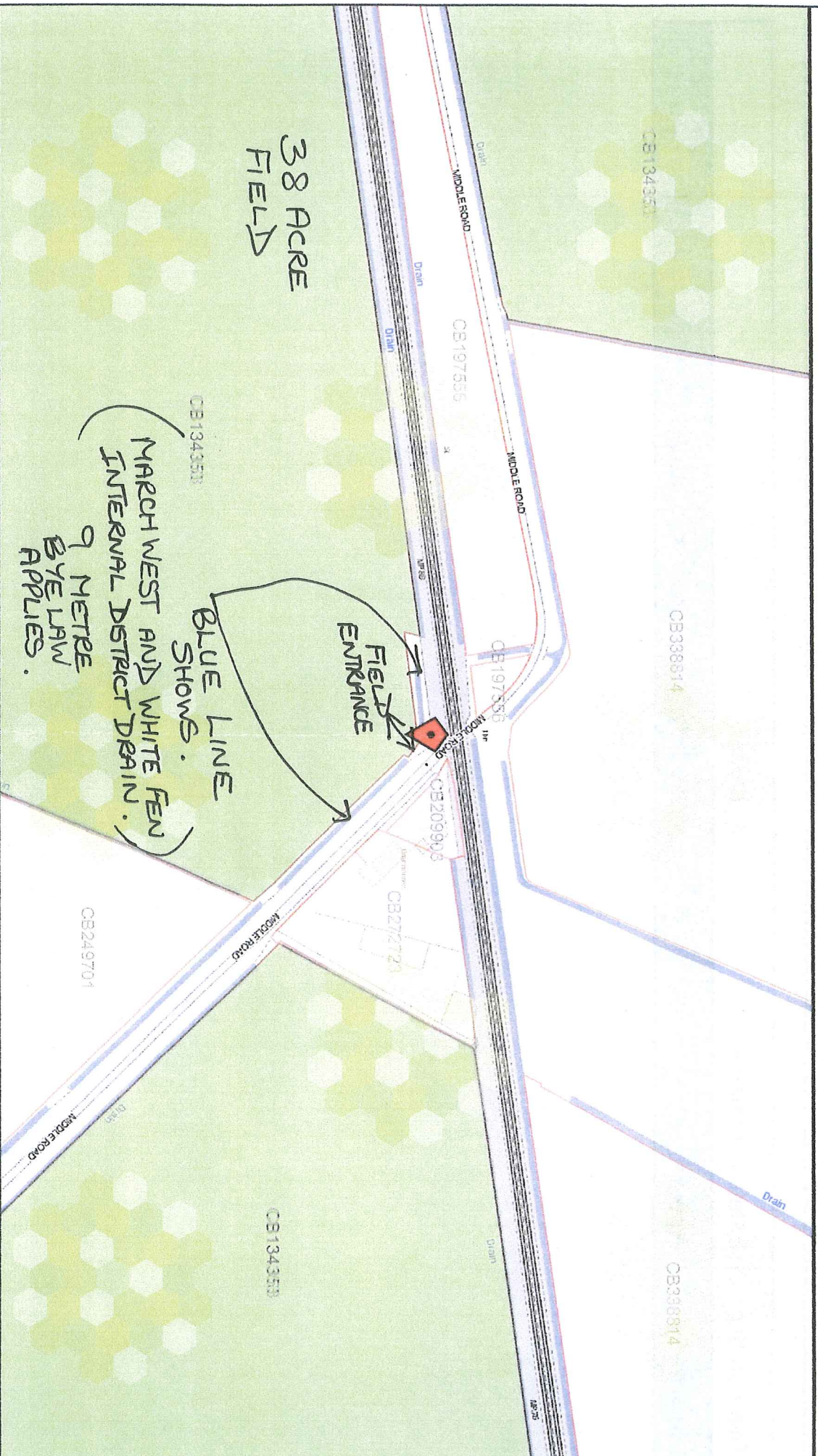
Entitlement for keys to Middle Drove Level Crossing (C13) will be agreed as part of the application for the Transport and Work Acts Order (TWAO), which is due to be submitted in Spring 2017. Landowners will be contacted by Network Rail or our agents in due course.

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

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