

PUBLIC INQUIRY

APPLICATION BY NETWORK RAIL UNDER TRANSPORT AND WORKS ACT 1992

PROPOSED NETWORK RAIL (CAMBRIDGESHIRE LEVEL CROSSING REDUCTION) ORDER

OBJ/12-CAMBRIDGESHIRE COUNTY COUNCIL PROOF OF EVIDENCE

David Allatt

Transport Assessment Manager

INTRODUCTION

1. My name is David Allatt. I am employed by Cambridgeshire County Council as Transport Assessment Manager. I have been in my current position since September 2016. Prior to this I worked as Planning and Sustainability Manager for the Sheffield City Region, and before that as a Project Sponsor with London Underground. Overall I have over a decade of experience working in the transport sector.
2. I am a Chartered Member of the Chartered Institute of Logistics and Transport and have a BSc in Air Transport Management from Loughborough University. I have devoted my career and studies to date on the planning, assessment and delivery of transport infrastructure.
3. Generally, I am supportive of the overarching aims and objectives of the order, however I do have some concerns with regard to the proposals for Littleport Station. Specifically, I **do not believe that sufficient evidence has been provided to assess the potential transport impact of the proposed Traffic Regulation Order (TRO) closing the underpass to vehicles.**
4. It is important that Littleport Station has the right infrastructure and service level to support an attractive, safe and effective operation now and in the future. The Littleport

area has a lot of planned growth, so we expect demand for the station to increase and indeed the demand on the highway network in the area.

5. In May 2017, I was contacted by the Local Councillor, who raised concerns about the proposals to introduce the TRO restricting vehicular traffic from using the underpass at Littleport Station and the consequent impact on traffic and pedestrians, both now and as Littleport expands. When I interrogated the proposals it emerged that Network Rail had not included a Traffic Impact Assessment so I requested this information.
6. Without a traffic impact assessment I cannot ascertain either way whether the proposals are acceptable from a traffic perspective, so I have maintained a holding objection until such a point that the impacts can be properly evaluated.
7. I have very recently been provided with some additional information from Network Rail relating to the potential transport impacts. However, this is still to be reviewed in detail as to ascertain whether the methodology is sound and the conclusions acceptable. This will require further discussions with NR.
8. I believe the facts stated in this proof of evidence are true.

Signed D. Allatt

Dated 31/10/17.