

Appendix 1 – Letter from Network Rail to Mr Robinson dated 12/10/2017



David Robinson
1 Tabrum Close
Grantchester
Cambridge
CB3 9NW

Network Rail
James Forbes House
27 Great Suffolk St
London
SE1 0NS

12 October 2017

Ref: Obj/17/CAMB/R001

Dear Mr Robinson

**The Network Rail (Cambridgeshire Level Crossing Reduction) Order
Level crossing C04 No 20 Meldreth ; C08 Ely North Junction ; C22 Wells
Engine**

The Department for Transport has passed to us your letter of objection to the proposed Order dated 21 April 2017, which has been allocated the reference OBJ/17.

We note your concerns and, in the following paragraphs, we respond to the points you raise. We set out below the current and proposed status of the level crossings referred to in your objection.

Level Crossing	Current Status	Proposed Status
C04 No20 Meldreth	Public footpath	Closed. Diversion to road bridge via new footpath and existing highway.
C08 Ely North Junction	Public footpath	Closed. New replacement footpath to Queen Adelaide crossing to the North.
C22 Wells Engine	Public footpath	Private user rights only. Public footpath will be diverted under railway bridge to the East.

First, it may be helpful to set out the strategic context and background against which the Order is brought forward.

Network Rail is responsible for the management and safe and efficient operation of the railway network. It operates under and is bound by the terms of its licence under the Railways Act 1993. It is regulated by the Office of Rail and Road (ORR).

In accordance with the terms of its licence and the strategic aims and policies of the ORR, Network Rail has a duty to ensure the safety of users of the railway and to promote improvements in railway services by cost effective and efficient management of the network. It is also legally responsible for safety on and around

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the railway, including at level crossings, not only for those using the railway, but members of the public who may otherwise come into contact with it. Network Rail is thus obliged to protect the public from the dangers of the railway so far as reasonably practicable.

As is recognised by the ORR in its Level Crossings Policy, the removal of level crossings is the most effective way to achieve this objective, removing the interface between trains and highway users entirely.

ORR's strategy for health and safety regulation of level crossings makes clear that it will encourage crossing closure, and ensure that all risk assessments consider this first, in line with the principles of prevention.

In accordance with that objective, Network Rail has established a long term strategy of reducing level crossing risk (see *Transforming Level Crossings 2015-2040*). Closure of level crossings is the most effective way of removing the risk from the network. Reducing the number of level crossings will also remove constraints on the railway to enable enhancement of capacity and improvement of line speed (in association with other schemes) and to secure operation and maintenance of the network in a timely, efficient and economical manner in accordance with Network Rail's statutory duties and licence.

For further information about Network Rail's strategic aims please refer to Network Rail's Statement of Case. The Statement can be found at:

<https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/anglia-level-crossings/>

Alternatively you can inspect a copy at one of the locations in the attached list.

To address your objection points on the crossings you have listed:

C08 Ely North Junction level crossing.

This is a particularly high risk crossing. The Order would convey the powers to close it and divert users to Queen Adelaide crossing which is an Automatic Half Barrier level crossing. The safety benefit of this is outlined in our Statement of Case. The Order proposals will not affect the ability for the public to access either the nature reserve next to the Ely – Kings Lynn line or the Roswell Pits nature reserve. Network Rail has responded to feedback from public consultation to develop the final proposal to provide a convenient and suitable replacement for the existing arrangement, even if it is no longer possible to go directly from one nature reserve to another along the current route. The stretch of existing footpath, shown as a dotted green line in the enclosed design freeze proposal, will be retained and maintained by the Cambridgeshire County Council.

C04 Meldeth (No.20) level crossing.

Your concern is about the location of the diversion and crossing the road. Before finalising its proposals at this crossing, Network Rail commissioned a Road Safety Audit (RSA). That RSA identified an issue on Station Road to the south of the

crossing where pedestrians currently cross the road on a blind bend if they wish to continue on the existing footpath. In response to this, Network Rail's proposal includes provision of a new 2m wide footpath in the field margin adjacent to the road. This will avoid the need for those pedestrians who wish to continue along Station Road to cross it on the blind bend, or further south, in order to join the existing byway. This will benefit both users of Station Road and the byway as well as pedestrians diverted from the level crossing. We enclose a copy of our design freeze proposals which show details of the new proposed route.

C22 Wells Engine level crossing.

Network Rail considers that its proposals will provide a suitable route that will be as accessible as the current routes, with no significant increase in the flooding risk. Network Rail can confirm that these issues have been fully considered in working up its proposals and have been discussed with Cambridgeshire County Council during development of the scheme. Discussions continue with both Cambridgeshire County Council and the Environment Agency.

Network Rail is providing a new footpath on the west side of the river and using the existing cycleway/path on the east side of the river in our proposed diversion for C21 Newmarket Bridge.

Under the Order, Network Rail will not close the level crossing until the new diversion route is approved to the reasonable satisfaction of the highway authority and brought into public use. We enclose a copy of our design freeze proposals which show details of the new proposed route.

General Points

The Statement of Consultation submitted with the application for the Order sets out the public and stakeholder consultation undertaken by Network Rail in advance of the formal application. This comprised the circulation of consultation flyers to properties in the vicinity of level crossings, public consultation events and publicity in the local press and Network Rail's website. Network Rail also sought to notify people of our public consultation events by posting notices at all the affected level crossings, stating the dates of the public consultations, and pointing interested parties to our website.

The notices of the application itself were erected in compliance with the requirements of the Application Rules. We enclose photographs of the notices in situ at each of the crossings you refer to above. In addition to the site notices, the application was published in the local newspaper on two occasions and in the London Gazette. Network Rail does not agree that there was anything underhand in its siting of the notices and considers that they were displayed clearly. The notices were placed in areas around each level crossing so that the public could see them, such as footpath junctions and stiles. Following posting of the notices, they were

also visited and checked by Network Rail personnel on a regular basis to ensure they were visible and clearly displayed. As explained above, Network Rail followed legal requirements to post the notices in a certain manner with all relevant information and details displayed. A map of the proposed diversion route for each crossing was also displayed with the notices.

With regards to the website, copies of the maps can be found using the link provided above. You can also view all the design freeze proposals for the level crossings in our Statement of Case (Appendix F).

We hope that our response has provided sufficient clarity on each of the points made in your objection, and has addressed your concerns about this level crossing. If so, we would be grateful if you would kindly let the Department for Transport know by withdrawing your objection. We look forward to learning your position.

Meanwhile, if you require further information please do not hesitate to contact me, by email on ALCross@networkrail.co.uk or on the address above, quoting the reference number provided.

Yours sincerely



Bridgit Choo-Bennett

Anglia Level Crossing Reduction Team, Network Rail

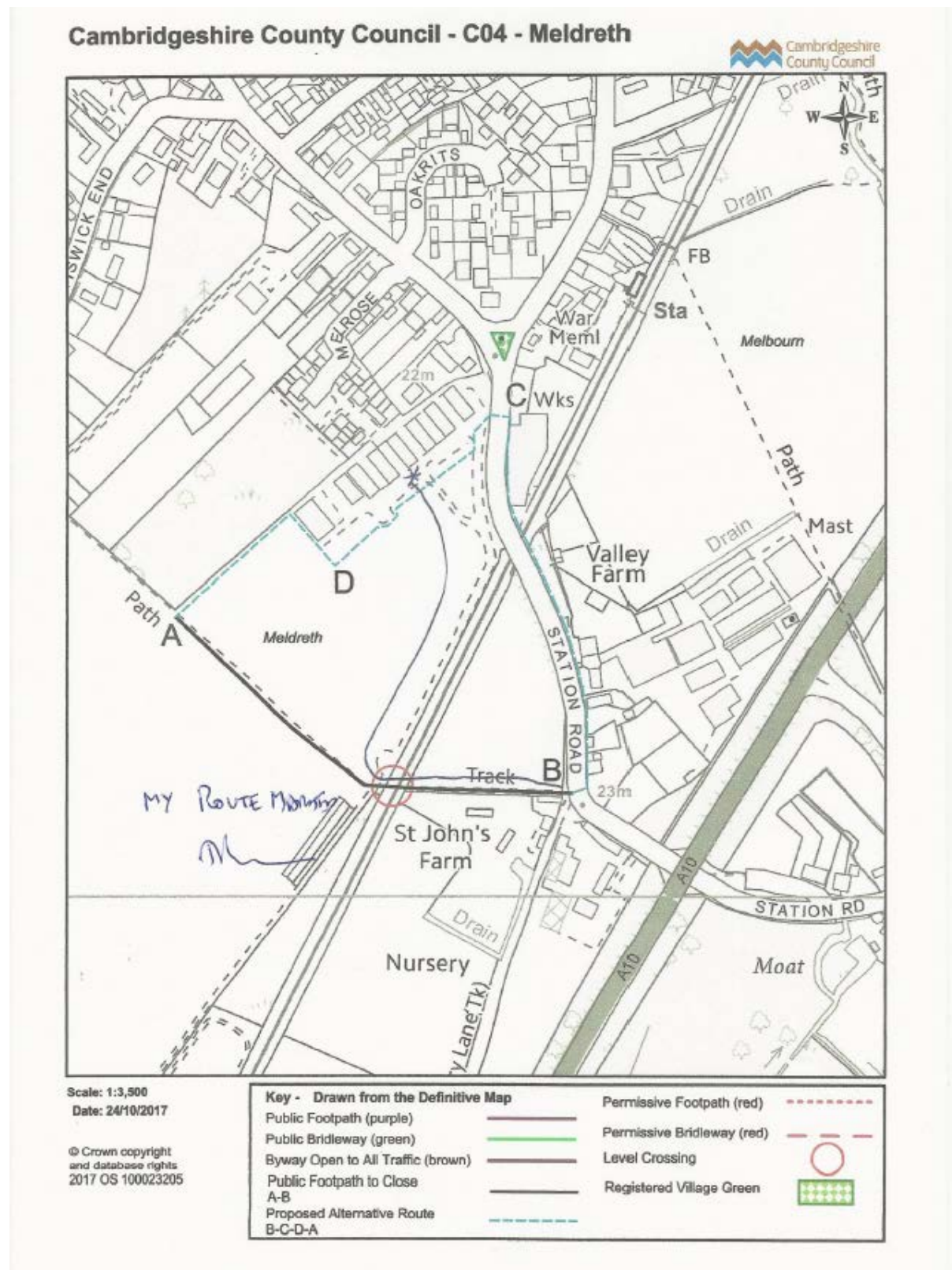
Enc.

List of Cambridgeshire Deposit locations

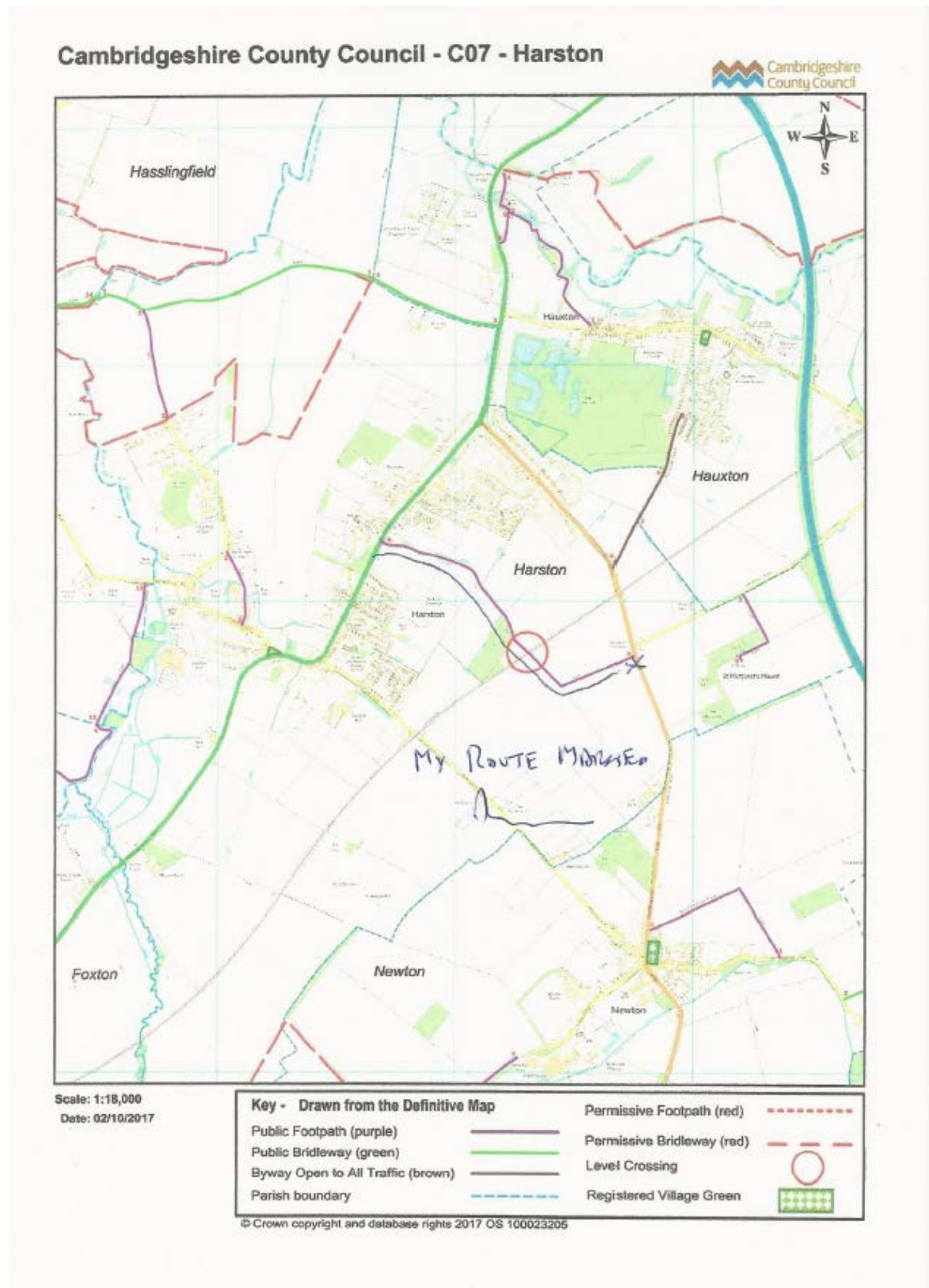
Design Freeze Proposals for C04, C08, C22

Photographs of notices displayed near C08, C04 and C22 level crossings

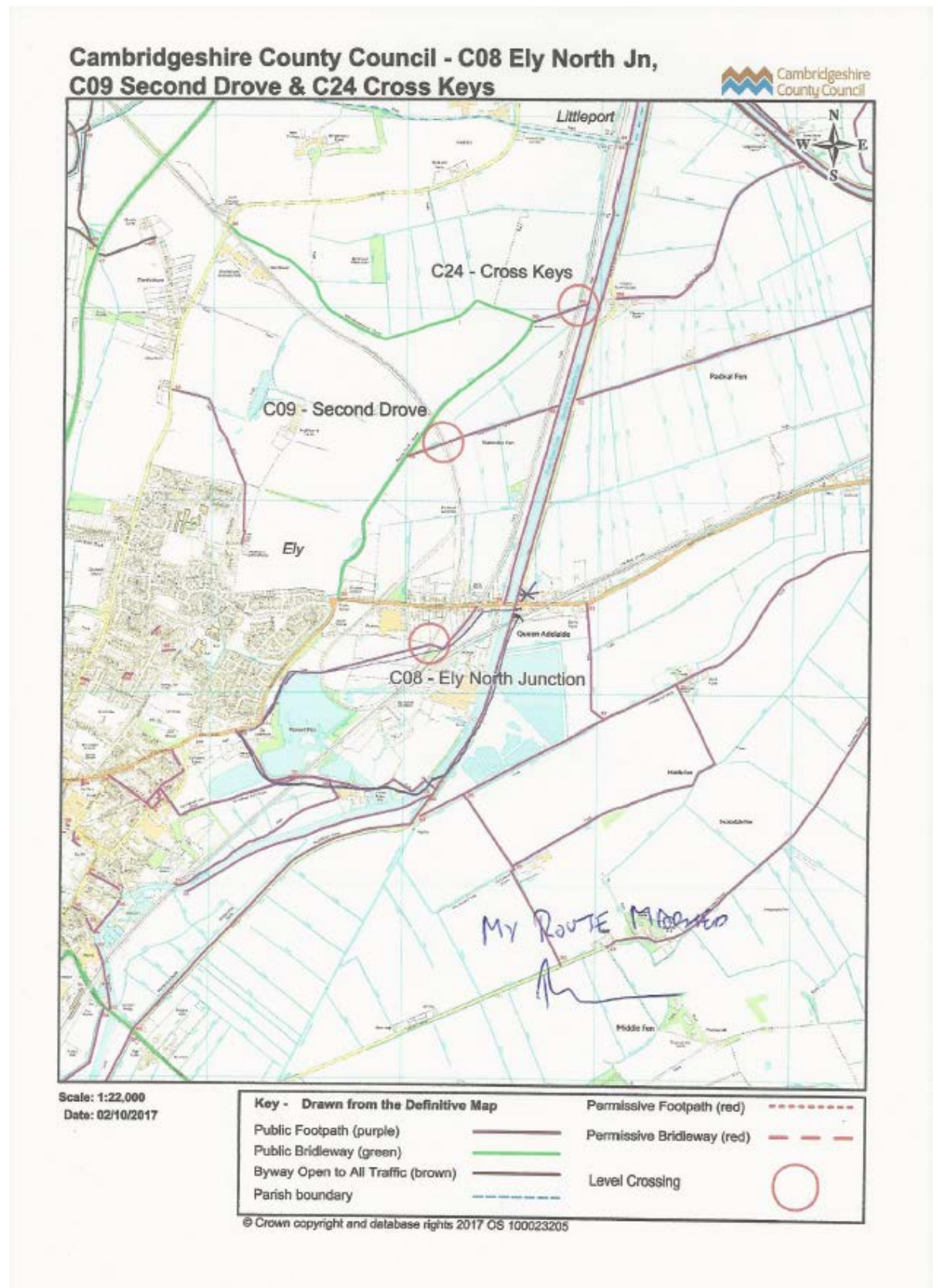
Appendix 2 – Map of C04 No Name No. 20 marked up to show routes followed



Appendix 3 – Map of C07 Harston marked up to show routes followed



Appendix 3 – Map of C08 Ely North Junction marked up to show routes followed



Appendix 5 – Map of C22 Well’s Engine marked up to show routes followed

