



TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

The Network Rail (Cambridge Re-Signalling) Order

Statement of Aims

(Required by Rule 10(2)(c))

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Network Rail (Cambridge Re-Signalling) Order**Statement of Aims****July 2022****1. INTRODUCTION**

- 1.1.1 An application has been made to the Secretary of State in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 for an Order to be known as The Network Rail (Cambridge Re-Signalling) Order ("the Order") under sections 1 and 5 of the Transport and Works act 1992 ("the 1992 Act").
- 1.1.2 This statement is intended to provide an overview of the aims of the above application, the purpose of which would be to confer Network Rail Infrastructure Limited ("Network Rail") powers to compulsorily acquire land and rights in land and take temporary possession in connection with the works required for the re-signalling of the Cambridge station interlocking area and the upgrade of the relevant level crossings, including any other works and operations incidental or ancillary to such works.

2. THE PROJECT

- 2.1.1 The Cambridge interlocking was commissioned in 1982 and is approaching the end of its reliable life. The aim of the Cambridge Re-signalling Relock & Recontrol Project ('the Project') is to bring back the re-signalling system to 35-year life and improve the reliability and performance of the signalling system in the Cambridge interlocking area, which currently reflects approximately 34% delay cost to signalling equipment and systems. The upgrade will improve performance and reliability of the network. The works that form part of the Project are referred to as 'the Scheme'.
- 2.1.2 As part of the Scheme, Bury St Edmunds, Dullingham and Chippenham Junction interlockings will be relocked and re-controlled together with the relock of Foxton, Chesterton Junction and Whittlesford Interlocking to Cambridge power signalling Box, providing operational savings by closing the mechanical boxes and centralising the interlockings for future re-signalling works of the wider Cambridge area.
- 2.1.3 The overall scope of the works that make up the Scheme are:
- Re-signalling the Cambridge Station interlocking area;
 - Re-locking and life extending 6 adjacent interlocking areas;
 - Installing Visual Display Unit (VDU) workstations replacing the existing Entrance Exit (NX) signal box control panels;
 - Decommissioning 3 signal boxes and re-controlling to Cambridge Power Signal Box (PSB);
 - Upgrading the signalling power supply;

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- Upgrading the Telecoms network to Fixed Telecom Network (FTNx) where required; and
- Renewal of Chippenham Junction.

2.1.4 In addition, the Scheme will include the upgrading of seven no. level crossings and the placing of Relocatable Equipment Buildings (REB) as set out in Table 1 below.

2.1.5 Temporary access and areas for construction compounds to facilitate the above works will also be required.

3. THE ORDER

3.1.1 The majority of the Scheme works will be consented via Permitted Development rights under Part 8 and Part 18 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 ("the GPDO") as they are located within Network Rail operational boundary and land ownership. However, it has not been possible for Network Rail to secure by agreement all land and rights necessary for the delivery of the Scheme in relation to the seven no. level crossing upgrades for land outside of their operational boundary and land ownership.

3.1.2 The Order is therefore required to ensure that Network Rail have the necessary land, rights and interests (access rights etc.) to make the necessary level crossing interventions shown in Table 1, that are required to enable the signalling upgrade as part of the Project.

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Name	Post code	Existing Level Crossing Type	Proposed Level Crossing Type
Milton Fen	CB24 6AF	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Dimmock's Cote	CB6 3LJ	Automatic Half Barrier	Manually Controlled Barriers monitored by Obstacle Detection
Six Mile Bottom	CB8 0UJ	Automatic Half Barrier	Manually Controlled Barriers monitored by Obstacle Detection
Dullingham	CB8 9UT	Manned Gated Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Croxton	IP24 2RQ	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Waterbeach	CB25 9HS	Automatic Half Barrier Crossing	Manually Controlled Barriers monitored by Obstacle Detection
Meldreth	SG8 6XA	Automatic Half Barrier Crossing	Manually Controlled Barrier with Closed Circuit Television
Foxton (Hauxton Road Level Crossing)	CB22 5HJ	New REB building	

- 3.1.3 In addition to the above, the Order will also seek the extinguishment or creation of new rights including powers to stop up streets permanently to facilitate the Scheme or mitigate impacts of same.
- 3.1.4 The land take and rights required at each of the level crossing upgrades are shown on the Land Plans that accompany the proposed Order.
- 3.1.5 The Scheme will also include a number of other works to the wider railway as part of the wider signalling renewal, all of which will take place within Network Rail's current landownership and operational boundary and are, therefore not proposed to form part of the Order.

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- 4.1.1 The overall objective of the Project is to renew the life expired signalling assets and replace the 1980s signalling panel with a modern video display unit control system. The land to be acquired under the Order is a key enabler for this to allow for the upgrading of the noted seven no. level crossings.
- 4.1.2 Without completing this renewal project the route would be at risk of poor asset reliability and reduced capacity should routes or assets be signed out of use.
- 4.1.3 The wider benefits of the Scheme include:
- Renewal of existing assets enables the railway to stay operating safely;
 - Improved reliability;
 - Improved performance;
 - Improving the Fatality and Weighted Injury score and complying with ORR requirements to improve safety by moving away from automatic half barrier crossings at the noted level crossings;
 - Improved maintainability;
 - Enhanced safety;
 - Reduced operational cost; and
 - Enabler for future projects
- 4.1.4 The Order will facilitate the upgrades of the seven no. level crossings in line with the recommendations of Network Rail Risk Assessments (including the All Level Crossing Risk Models) for each, through the acquisition of land and rights in land for both permanent and temporary works as part of the upgrades.

5. AUTHORISATION FOR THE SCHEME**5.1 Compulsory Acquisition of Land and Rights**

- 5.1.1 The Order, if made, would confer powers to compulsorily acquire land and rights in land and take temporary possession in connection with the works required for the re-signalling of the Cambridge station interlocking area and the upgrade of the relevant level crossings, including any other works and operations incidental or ancillary to such works.

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- 5.2.1 The works that make up the Scheme that are considered ‘Development’¹ will be authorised through a mixture of Network Rails existing Permitted Development rights under GPDO 2015 and/or where required through applications for full planning permission via the Town and Country Planning Act (TCPA) 1990 (as amended). The Order therefore does not include a request for deemed planning permission.
- 5.2.2 In summary the works that require planning permission will be authorised as set out in Table 2.

¹ The definition of ‘Development’ for which planning permission is required is set out in Section 55 of the Town and Country Planning Act 1990

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Table 2 - Works that Require Planning Permission and Proposed Planning Regime

Works		Authorisation
1	All works that are located within Network Rails current landownership and operational land as set out in Section 2.1.3 are being undertaken as part of Network Rails statutory role as maintainer of the rail network.	All works are located within Network Rails current landownership and operational land and so benefit from Permitted Development rights under Part 8 or Part 18 Class A (not requiring Prior Approval) of the GPDO 2015.
2	Works as part of the following Level Crossing upgrades located within Network Rails current landownership and operational land: <ul style="list-style-type: none"> • Milton Fen; • Waterbeach; • Dullingham; and • Dimmocks Cote 	
3	Works as part of the following Level Crossing upgrades: <ul style="list-style-type: none"> • Six Mile Bottom • Croxton; and • Meldreth 	Elements of the works are located within Network Rails current landownership and operational land and so benefit from Permitted Development rights under Part 8 or Part 18 Class A (not requiring Prior Approval) of the GPDO 2015.
4	Installation of REB at Foxton (Hauxton Road Level Crossing)	However some works are located on land outside of Network Rails operational land and so will require Prior Approval under Part 18 Class A of the GPDO 2015 or express planning permission under the TCPA 1990

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5	Where temporary works areas or accesses are required outside of, but adjacent to Network Rail's Operational Land, Network will utilise Part 4 Class A of the GPDO 2015 to undertake these.
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5.2.3 Network Rail are currently in the process of preparing the applications for either Prior Approval under Class A of Part 18 or express planning permission from the relevant Local Planning Authorities for the required works as set out in Items 3 and 4 of Table 2. The programme for these applications is currently for submission in August 2022 with permission to be secured within an 8 weeks target determination period from the relevant local planning authorities.

5.2.4 Significant pre-application engagement on potential impacts associated with the level crossing upgrades has been undertaken with both relevant local planning and highways authorities as follows:

- Engagement with the highways authorities (Cambridgeshire County Council and Norfolk County Council) on potential traffic impacts related to increased barrier down time at level crossing upgrades. Traffic survey and modelling for 6 of the 7 level crossings has shown negligible to minor impacts. Cambridgeshire County Council requested further traffic surveys and modelling in relation to the Waterbeach level crossing upgrade works to quantify impacts and inform further mitigation. Surveys were undertaken in April 2022 with final modelling for all sites presented to Cambridgeshire County Council in May 2022; and
- The Order does not include a request for deemed planning permission as it includes no 'works' i.e. the Order is for land and rights in land only. Therefore an EIA Screening Request was submitted to the relevant local planning authorities in July 2021 in relation to the works and consent routes as set out in Table 2 above, with consultation feedback received from statutory bodies provided. 4 of the 5 local planning authorities provided negative EIA Screening Opinions with East Cambridgeshire District Council providing a positive EIA Screening based on comments from Natural England on potential significant effects on ecology at the Dimmocks Cote and Dullingham level crossings. Further design work in terms of layout to reduce land take and mitigate impacts was undertaken with detailed ecology surveys and assessment undertaken at these sites in February/March 2022. A refreshed set of design and environmental information was provided to East Cambridgeshire District Council on 13 June 2022 to accompany a fresh EIA Screening Request to address the layout and boundary changes undertaken as part of redesign as well as the consultation feedback from Natural England. A EIA Screening Opinion has not yet been provided by East Cambridgeshire District Council.

5.2.5 The works for which planning permission is required are considered minor in nature (upgrades to existing level crossing equipment to enhance safety on the network and installation of supporting equipment such as REBs). All

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applications for Prior Approval under Class A of Part 8 and express planning permission will be accompanied by environmental information (Preliminary Ecological Assessments, Flood Risk Assessment and a site wide Construction Environmental Management Plan). This is considered sufficient to address concerns at these specific works areas with no further issues raised as part of pre-application engagement and consultation that would constitute an impediment to the granting of planning permission.