

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Network Rail Cambridge Re-signaling TWA Objection
Date: 23 September 2022 23:12:13

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit, Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Sir/ Madam,

We are writing to you to inform you of our objections regarding the Re-signalling Upgrade proposed in Six Mile Bottom, Cambridge. Despite us being in negotiations with Network Rail for the past 18 months, an agreement has not been met and we would like to raise our concerns over the proposed works, highlighting the impact it will have on our family, quality of living and also our property. For your information our family consists of 2 young children under the age of 5 and as such there is a duty of care to provide a safe and secure environment.

1. The area in question which Network Rail wish to acquire rights/ownership of will have a large impact on how our land is currently used. At the present time, the land is used as a parking area for our own and neighbours' vehicles; it is very tight to manoeuvre a 3-point turn for all parties' vehicles and the adaptations proposed will create further long-term issues as we will no longer be able to turn around in the designated parking area. This will result in us having to travel past our house and having to turn around in a busy shop car park to enable us to be facing the correct way to reverse park at all times. Due to our house being situated on a main road with a speed limit of 40 miles per hour, with the train track adjoined to our driveway entry and with the security and safety barriers around the track, it is already highly dangerous to reverse out onto the road, not only for ourselves but other members of the public. The plans put in place by Network Rail mean that the new equipment will further impede our vision of entering and exiting our property safely, when travelling in either direction; that we lose a car parking space to accommodate our neighbours right of way, as well as increasing the risk of misuse of our land to optimise our neighbours parking which can have a negative impact on relationships and subsequently mental health.
2. The planned works includes a new pedestrian access for maintenance on the new barriers and wigwags, which will go over our private property. With our house being so close to the track and in such a remote village, we feel this is very intrusive and leaves us with concerns for our safety. From experience of works and maintenance occurring on the track, there will be limited or no information given to us beforehand regarding Network Rail, or any of their associates or contractors, unexpectedly appearing on our property. We will be also be unable to provide any security to our parking area long term and this will lead to increased risk of vandalism and theft as we would have to regard any strangers in general to be working on behalf of Network Rail and may overlook malicious intent.
3. The signals currently are disturbing and cause disruption of sleep due to windows upstairs and downstairs being directly in view of the signals themselves and the current sirens being heard throughout the property. From ongoing discussions, the new wigwag signals will sound for much longer periods, the lights will be much brighter and there is also the risk of these being higher in decibels, further disrupting sleep for both our very young children and ourselves and reduce the desirability of our property if we choose to sell in the future.
4. Our privacy will be affected from the changes the new right of way for our neighbour; whilst allowing them increased access over our property to park their vehicles it also means they will drive directly in

front of our windows, allowing them a clear view inside our property. This to us feels very invasive and unsettling that at any time anybody going into parking area can look into our property via a window directly in line with their right of way with less than 1m distance. As well as the increased risk of malicious activity, this also creates an increased risk of our property being hit and damaged by a vehicle potentially putting our lives at risk.

5. As previously mentioned, we have 2 young children who by nature are curious. There are no clear plans on how the machinery, equipment and materials will be made safe whilst the work is being carried out. There has been limited discussions around the barrier machines will be made secure once the work is complete. There are no plans for the safety of our family as our parking is staying in situ, meaning that small children will be on an active building site. If we do not have access to our parking due to the needs of Network Rail, then we are expected to transport our children and their belongings along a busy road. As anyone who has had children can testify, they do not travel lightly, even for short trips on the school run for example. During the week there will be only 1 adult to manoeuvre children, belongings and also at times the family dog. It is either this or leave children unattended in the house or car in a place which is not secure and is out of sight of the adult responsible for their care. Young children need and thrive on their routines, which we acknowledge will be disturbed for the time the works are being carried out however we wish to highlight the disruption this will have on their day to day lives; sleep (one child needs regular naps throughout the day due to their age), mental wellbeing and their feelings of security and safety.
6. With the planned works there will be extra traffic delays and disruptions on an already very busy road this will cause delays in our everyday life regarding issues with early morning drop offs, child minding, being able to get home at a set time. This will adversely impact on our costs and outgoings and may even mean we have to change the care for our children whilst we are at work.
7. We have been in discussion with Network Rail since January 2021 and after many times of trying to be as accommodating as possible with the works planned, even offering many alternative ideas and being very flexible, the draft heads of terms were only sent on the 05/09/2022 after the TWA was put in place. The Heads of Terms require us to agree to the TWA, however this has not given us enough time to reach a point of agreement with Network Rail in regards to the terms or for our solicitors'/ advisors to thoroughly assess that what they are offering is fair. We feel this was delivered in this manner to try and distract and/or rush us into making decisions that may not necessarily be in our best interest. Along with their representative also going on holiday directly after this leaving us with little solutions to any queries until after the deadline of this act.
8. There will also be a large devaluation on our house based on the aesthetic side of the planned works, with new larger barriers, machines, sirens etc. directly out our front window along with larger metal security fencing, as well as the previously mentioned increased difficulty in parking. It has also not been stated that the grounds will be refreshed in keeping with the planned works - old tarmac meets new tarmac meets patchy mud from where construction vehicles have been parking or driving. This is only going to further highlight negatives to any future sales on our property. We are aware the land currently is old and could do with some uplifting in areas (this is a theme with the property in general which we have been working to uplift), however mixing the old and new will only exaggerate this more and create undesirability.

We are aware that the deadline for objections was the 23rd September, but as there was an unannounced public holiday to mourn the death of the Queen, we would appreciate this to be taken into consideration extending the date until the 24th September. As mentioned, we have been in contact with representatives from Network Rail and had hoped to be further ahead with these discussions and would not need to put in any objections. However, we feel that at this point in time we need to voice our concerns in a formal manner.

if you would like any further information on matters brought up in this objection, please do not hesitate to contact either of us on the contact details below.

Regards

Philip David Woodley
Stephani Hannah Woodley

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

This email has originated from external sources and has been scanned by DfT's email scanning service.
