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Sent: 23 September 2022 11:57
To: TRANSPORTINFRASTRUCTURE
Cc: James Barwise; Jack Eagle; Deacon, Andrew; Camilla Rhodes; Daniel Ashman
Subject: Objection Cambridge re-signaling TWAO
Attachments: Objection Cambridge re-signaling TWAO Cambridgeshire County Council 22.09.23.pdf

Please find attached a letter which provides details of Cambridgeshire County Council's objection to the Network Rail Cambridge Re-signalling Transport and Works Act Order.

I would be grateful if you could confirm receiving this letter.

Kind regards

Jack

Jack Eagle

Principal Transport & Infrastructure Officer

Transport Strategy & Funding

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My ref: C3R TWA 020824

Your ref:

Date: 23rd September 2022

Contact: James Barwise

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Secretary of State for Transport c/o Transport
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By email only to: transportinfrastructure@dft.gov.uk

THE NETWORK RAIL Cambridge Re-Signalling Transport Works Act Order

Dear Secretary of State,

This letter is sent by Cambridgeshire County Council (the Council) in relation to the Council's own interests.

The Council would like to state its in-principle support for the Order. The Council notes the benefits of the proposed Order and its role in progressing some of the wider rail interventions outlined in the wider Cambridgeshire & Peterborough Combined Authority Local Transport Plan.

However, please accept this letter as an objection to the Order. This objection is on the basis of ensuring that the Council's position is protected. The Council hopes that any concerns raised in this letter can be resolved with Network Rail Infrastructure Limited (Network Rail) allowing the objection to be withdrawn.

The Council's Objection

The Council is concerned that it is unable to determine the extent to which the plans impact on its assets.

The Council is concerned that the level of detail and accuracy in the plans submitted by Network Rail does not allow colleagues to determine the impact the plans would have on its assets. Until this issue is resolved, colleagues in teams such as Legal and Road Safety are unable to begin work on meaningfully responding to the plans.

On the basis of the information that has been shared with it to date, the Council is concerned that the proposed Order will negatively impact users of the public highway in terms of accessibility and safety. Specifically, a number of the areas of public highway that are identified as being stopped up in Schedule 1 of the draft Order, and as shown on the Land Plans, are considered to prejudice against the pre-existing user of the highway and may prevent the Council from being able to effectively perform its statutory duties. The Council raises the concerns below without prejudice to any other matters the Council may need to raise in relation to this draft Order, and in any other capacity it may have.

Land Parcels 005, 006

Network Rail have stated that these land parcels are proposed for the installation of underground cables. It is the opinion of the Council that stopping up is unnecessary to achieve these works, which could be delivered through an ordinary street works permit, with the land remaining part of the highway. It is also noted that parcel 005 appears to extend into the pre-existing footway, while it is unclear whether parcel 006 will affect the adjacent footway.

Land Parcel 009

A large area on the south side of Meldreth Road is sought for stopping up but the stated intended use by Network Rail is only for the installation of CCTV cameras. The area desired appears to be excessive and may also prejudice against the future management of the verge on the approach to the level crossing, and access to the adjacent ditch for maintenance by the adjoining private landowner.

Land Parcels 304, 401, 402, 403, 601, 603

The areas proposed for stopping up are immediately adjacent to the carriageway. As the Council has not to date been provided with any information on the safety, visibility or access implications of these proposals, it is not possible to support the stopping up at this time.

Land Parcels 703, 704

The areas proposed for stopping up appear to encroach into the pre-existing footways which presents a safety and access concern. The Council has not to date been provided with any information to explain the impact of these proposals on the footway width and the subsequent effect this will have on the safety of users.

The Council therefore believes it necessary to seek protection of its highway assets in its capacity as local highway authority. The Council is hopeful that satisfactory amendments can be made to the draft Order and is prepared to reconsider its objections if sufficient information is provided by Network Rail to justify that the stopping up proposals do not in fact cause the concerns raised above.

It is also noted that there are significant concerns raised by local communities on the impact the crossing scheme may have in traffic at key pinchpoints in South Cambridgeshire and it is hoped that this continued dialogue will allow for opportunities to allay this concern and provide more information.

It is The Council's position that the Scheme may proceed based on the points listed above being reconciled with Network Rail, and agreement reached and is grateful to the efforts made by Network Rail colleagues for beginning that process.

We look forward to hearing from you further in due course; please direct all correspondence to the above address.

Yours sincerely

James Barwise

Consents Team – Team Leader

For, and on behalf of **Cambridgeshire County Council**

cc: jack.eagle@cambridgeshire.gov.uk; andrew.deacon@wsp.com;
camilla.rhodes@cambridgeshire.gov.uk; daniel.ashman@cambridgeshire.gov.uk